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ANNUAL REPORT

OF THE

Railroad Commissioners

OF THE

State of New Hampshire.

1906.

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PART I.

REPORT OF COMMISSIONERS.

STATE OF NEW HAMPSHIRE.

To His Excellency the Governor:

The Railroad Commissioners transmit herewith, in accordance with law, their report for the year 1906. It includes the returns of the railroad corporations of the state for twelve months ending June 30, 1906, and the reports, decisions, and comments of the board for the calendar year 1906.

HENRY M. PUTNEY,

ARTHUR G. WHITTEMORE,

GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

CONCORD, January 1, 1907.

REPORT.

THE STEAM ROADS.

THE BOSTON & MAINE.

The returns of the Boston & Maine, Maine Central, and Atlantic & St. Lawrence railroad corporations show with great particularity the cost, capitalization, volume of traffic, cost of operation in detail, fixed charges, receipts from all sources and gross and net income of all the roads embraced in the three systems upon which the people of New Hampshire are dependent for steam railroad transportation. They do not show and cannot show with any degree of exactness what New Hampshire contributes to the totals, for this is a matter of estimation in bookkeeping. Just what should be charged or credited as New Hampshire's share of the cost or receipts of the transportation of a carload of freight or a passenger that comes from and goes to another state or country and is merely hauled over the section of a through line in this state no one can say. But as a general proposition it can be stated that New Hampshire contributes her proportion of the business of all these systems, and that their returns are indisputable evidence of her industrial and commercial conditions. The Boston & Maine operates 1,038 of the 1,190 miles of steam railroad line in this state; the Maine Central 100, and the Atlantic & St. Lawrence 52. In the year ending June 30, 1906, the gross earnings of the Boston & Maine were \$39,214,202.86, an increase over those of the next preceding year of \$3,035,453.65, and the operating expenses, including large charges for new equipment, were \$29,353,368.57, or \$2,733,628.38 greater than in 1905.

Of this increase of receipts from all sources \$761,112.13 was from passengers, \$2,039,480.10 from freight, and \$234,861.42 from other sources. The number of passengers carried during the year was 44,597,405, an increase of 2,722,595; number of passengers carried one mile, not including street railroads, 739,950,909, an increase of 37,460,891; number of tons of freight carried during the year was 22,549,467, an increase of 2,002,641; number of tons carried one mile, 2,010,500,035, an increase of 156,369,777.

From 1901 to 1906, inclusive, the gross receipts increased from \$31,375,620 to \$39,214,202.86, or \$8,460,668, and of this all but \$454,244, which is the increase in fixed charges and dividends, and \$209,210, carried to the contingent fund, has been applied to the payment of expenses and for permanent improvements, which have increased \$7,797,234.

The following are some of the larger items of maintenance expenditures included in the year's operating expenses as reported to the board.

Repairs of locomotives, \$1,285,180.24; of passenger, baggage, mail and express cars, \$605,671.48; of freight cars, \$1,018,661.50; of roadbed and track, \$2,462,813.34; steel rails laid, \$1,307,112.75 (less value of old rail taken up, \$830,071.85)—net, \$477,040.90; ties laid, 1,468,644, at a cost of \$712,644.15; maintenance of bridges, \$252,571.93; of buildings and structures, \$923,758.56; reballasting 68½ miles of track, \$106,350.14; 31,197 tons of new steel rails—244 miles—have been laid in main tracks, and 17,196 tons—156 miles—of relay rails in branches and sidings.

A tabulation of the totals of these nine fundamental items of yearly maintenance and renewal expenditure for the last six years is of value as indicating the growth in the amounts annually contributed from earnings to the permanent improvement of the company's property.

For the six fiscal years named they were, upon the Boston & Maine Railroad (with an increase in mileage of only 23 miles).....	in 1901.....	\$5,645,808.60
	in 1902.....	6,065,282.16
	in 1903.....	5,963,286.61
	in 1904.....	6,409,069.45
	in 1905.....	7,077,311.50
	in 1906.....	7,844,692.24
an increase from 1901 to 1906 of 38.91 per cent.....		\$2,198,883.64

THE MAINE CENTRAL.

The increase of the Maine Central's receipts from all sources, as compared with those of the previous year, was \$556,810.35. Of this increase \$188,401.76 came through its passenger department, \$368,034.11 from its freight traffic, and \$374.48 from miscellaneous sources. Owing, however, to large increases in operating expenses, the net income decreased \$300,073.41.

The company's payrolls for the year amounted to \$2,775,100.17,—46 per cent of its total operating expense and 35.6 per cent of its gross earnings from operation,—an increase over its payroll expense of the previous year of \$177,887.32.

During the year 7,052 tons (55 miles) of new steel rails have been laid in main tracks, and 3,217 tons (29.2 miles) of relay rails in branches and side tracks; 305,666 ties have been laid; 66.5 miles of track have been raised and thoroughly rebalasted, and 8.52 miles of sidings have been added; 30.5 miles of fence have been built, and there has been the customary amount of reconstruction in replacing wooden bridges with steel structures.

Among the larger items of expenditure for maintenance and replacements included in the year's operating expenses are: Repairs of roadbed and track, \$693,017.02; raising and ballasting track, \$59,545.15; renewals of rails, \$79,440.75; ties laid, \$132,478.44; fencing location, \$16,291.13; repairs and renewals of bridges, \$53,572.65; repairs and renewals of buildings and structures, \$487,453.19; new signals, \$27,285.88; repairs of locomotives, \$252,167.92; of passenger, baggage, mail and express cars, \$89,482.78; of freight cars, \$215,063.02; of marine equipment, \$17,644.06, and for new equipment, \$828,027.04.

THE ATLANTIC & ST. LAWRENCE.

As compared with 1905 the gross earnings of the Atlantic & St. Lawrence increased from \$1,303,206.02 to \$1,440,796.10, and the operating expenses decreased from \$1,338,403.38 to \$1,211,044.42, changing a deficit of \$35,196.46 into a gross income of \$229,757.68. The fixed charges, however, which included \$324,040 as dividends or rental and \$58,592.17 taxes, left a deficit of \$35,120.49.

EQUIPMENT.

Lack of locomotives and cars with which to handle the wonderful increase of business offered the railroads of the country is not so serious in New England as in the West and South, but it has caused and is causing great inconvenience and loss to our railroads and their patrons, and the worst feature of the condition is that money will not supply the deficiency at once. Every car factory and locomotive shop in the country is taxed to its utmost capacity, but they fail to afford prompt relief; in other words, to furnish railroad equipment as fast as it is needed and would be bought if it could be had at any price.

Early in the year the Boston & Maine placed contracts for 4,000 new freight cars, but only 1,742 of these have been delivered, and it is doubtful when the others will be. Besides these the corporation has added during the year new equipment as follows: 55 locomotives, 42 passenger, 2 baggage, 2 combination, 3 milk cars, 23 caboose cars, 1 derrick car, and 1 snowplow at a total cost, less proceeds of old equipment sold, of \$2,455,537.76. Of this amount \$1,076,427.21 has been included in the year's operating expenses, and the remainder—\$1,379,110.55—has been charged to capital account.

The Maine Central has contracted during the year for new equipment costing \$828,027.04, but of this \$271,003 worth was undelivered June 30; up to that time the following additions to equipment had been made: 11 new locomotives,

17 passenger, baggage and mail cars, 1 dining car, 762 freight cars, and 18 service cars. Two locomotives had been broken up and two sold, and 150 freight cars and 12 service cars had been destroyed.

The equipment of the Atlantic & St. Lawrence is furnished by the Grand Trunk, the lessee, which makes no returns to the board.

GRADE CROSSINGS.

There are 994 grade crossings in New Hampshire, 909 on the Boston & Maine, 63 on the Maine Central, and 22 on the Grand Trunk.

Of the whole number 49 are protected by gates, 15 by electrical signals, and 87 by flagmen. The figures show an increase of unprotected crossings from last year, but unexplained they convey a wrong impression. A number of the most dangerous have been eliminated by a separation of the grades, and at others gates and flagmen have been stationed. The numerical increase is due to the construction of sidings leading from the main railroad tracks across highways to factories and storehouses, which are exclusively for the accommodation of the owners of such factories and storehouses, and crossed only by slowly moving locomotives and cars a few times daily. Without them the plants which they connect with railroads could not have been established and maintained, and as accidents seldom happen upon them the board has consented to their construction whenever the petitioners have had the approval of the local authorities of the cities and towns in which they are located.

The separation of grades upon railroad crossings is at once very desirable, very difficult, and very expensive. It contributes to the safety and convenience of the railroads and the public. It corrects mistakes made when the railroads were constructed for which the roads and the cities and towns are responsible, and it is generally admitted in theory at least that the expense should be borne jointly and equitably

divided, and in some states this theory is applied in practice. In Massachusetts the expense is divided, 65 per cent to the railroads and 35 per cent to the state and cities or towns in which the crossings are located.

In cases where street railways use the crossings and are made parties to the proceedings such percentage of the total cost not exceeding 15 per cent, as in the judgment of the grade crossing commission be just, is assessed upon them.

With such a division of expense since the act of 1890 there have been three hundred and sixty-seven crossings abolished, the abolishing of which has cost the state municipalities and railroad corporations combined the sum of \$24,310,000, of which the state has paid \$6,422,000, the municipalities \$3,129,000, and the corporations the rest. As long as the matter was left to the corporations alone nothing was done, because it was recognized as unjust that they should bear the whole of the burden when they were not receiving the whole of the advantage. The sharing of the cost between the state, the city and the corporation was the result of an endeavor to equalize the expense in proportion to the benefits received from the improvement.

During the year the Boston & Maine expended \$648,613.12 for the elimination of grade crossings, mostly in Massachusetts, of which sum \$209,834 has been reimbursed to it. The total of its net expenditures to June 30, 1906, for these purposes was \$3,243,152.42.

In New York the apportionment is one half to the railroad and one half to the public.

But in most states legislatures have not seen fit to impose upon the taxpayers any part of the cost of crossing improvements, and the railroads have been left to deal with the matter at their own expense and generally of their own volition. This is the case in New Hampshire. When once constructed there is no general law requiring railroads to separate the grades or improve a crossing, except when required by vote

of the town, and this commission has no authority to order it done except in cases of appeal.

It is provided in chapter 159 of the General Laws—

SECT. 13. The board of railroad commissioners, upon petition of the proprietors of a railroad, after a notice and hearing, may authorize such proprietors to raise or lower a highway or other way where it is crossed by a railroad, for the purpose of having it pass above or below the railroad, or for the purpose of further separating the grades of the two roads; and the proprietors may thereupon make the changes so authorized.

SECT. 14. The board, upon like proceedings, may authorize the proprietors of a railroad to change the location of a highway or other way for the purpose of avoiding or improving a crossing of the highway by the railroad, or of enabling them to properly construct their railroad; and the proprietors, whenever so authorized, may make such changes.

SECT. 15. A town may, by vote, require the proprietors of a railroad to raise or lower a highway where it is crossed by their railroad, so that it will be sufficiently above or below the railroad to safely accommodate the travel upon both, or to erect and maintain gates across the highway by the sides of the railroad, or to station a flagman there.

From such vote of the town there is the right of appeal to the commissioners, who, upon petition, may determine whether the public good requires the change proposed or any other change.

It is further enacted, section 18, that

The proprietors may take and hold such land or rights in land as may be necessary to enable them to make changes in highways as authorized or required by this chapter, by filing a location thereof, as provided for filing the location of a railroad; and the parties shall have like remedies for a change of location and for the appraisal of damages as in such case.

Action by the towns has generally been by vote to require gates or flagman, and upon investigation has been found to have been taken for the purpose of securing some kind of protection without any fixed opinion as to what form it should take. In most such cases the board has by investigation and

hearing brought about arrangements satisfactory to both parties.

Where railroads have petitioned for authority to change highways in order to eliminate grade crossings we have gone perhaps to extremes in granting it in order to make possible and facilitate such improvements. It was so found in a case determined during the year. The Boston & Maine Railroad proposed to reconstruct and greatly improve its line and yard between East Concord and Bridge street, in Concord, and included in the contemplated improvements was the abolition of three grade crossings, two of which, on East Penacook street and Ferry street, are very dangerous, and the construction of a bridge and new highways to which the travel on the present route could be diverted. In order to do this it was deemed necessary to discontinue that portion of Ferry street between the Concord & Montreal and Concord & Claremont tracks, a distance of four hundred feet, thus compelling those using it to go up or down to other crossings. A petition asking for authority to make these changes having been filed by the railroad, and due notice given, a hearing was had October 9, 1905, at which Charlotte A. Blake and other owners of land, upon Ferry street, easterly of the Concord & Montreal Railroad right of way, in Concord, objected to the granting of the prayer of the petition, so far as it related to the discontinuance of any portion of Ferry street. The primary object of the petitioners in seeking the proposed highway changes was to secure the abolition of two very dangerous highway crossings,—that upon East Penacook street, crossing the Concord & Montreal Railroad, in East Concord, and that part of Ferry street crossing the Concord & Montreal, Northern, and Concord & Claremont Railroads on Ferry street.

These changes if carried out would have abolished these two dangerous grade crossings, and would have also greatly reduced the dangers incident to the use of another, which crosses the Northern and Concord & Claremont Railroads,

upon East Penacook street, by diverting the travel between Concord and East Concord from East Penacook street to the proposed new highway.

No objection was made to the proposed changes, so far as the abolition of East Penacook street crossing or the location of the proposed new highway, and no objection was made to the discontinuance of Ferry street, except on the part of the owners of land on that street.

The petitioners declined to make the proposed changes unless Ferry street crossing was abolished, claiming that the increase of travel over that crossing by diverting thereto, through the new highway, the East Concord travel would increase instead of lessen the dangers, and this undoubtedly would be the result.

The commissioners, therefore, believing that the safety of the public travel required the abolition of these various crossings, including that at Ferry street, granted the petition.

The city of Concord, by vote of the city government, made provision for moderate contribution toward the expense thereof. The expense in making these changes by providing new highways and compensation to land owners, incident to these alterations, involved so large an outlay that the desired result could only be secured through the railroad corporations interested, the city not being willing to incur this large expense itself. And the railroad corporations could only be compelled or permitted to make these changes through the action of this board.

Those who appeared before this board at the hearing, and objected to the granting of the petition, so far as it related to the discontinuance of the Ferry street crossing, subsequent to the order of this board, filed a petition in the superior court for Merrimack county, for a writ of certiorari, claiming that this board had no authority to make the order for the discontinuance of the Ferry street crossing under existing conditions.

Proceedings under this petition were rapidly advanced by the parties for the purpose of obtaining the opinion of the supreme court with reference to the questions raised.

The supreme court, on June 8, 1906, delivered an opinion, in which it was held that this board had no power to discontinue any part of the highway, for the purpose of avoiding or improving a grade crossing, except as such discontinuance results from a change of location. That is, the jurisdiction of this board is limited to merely changing the location of a highway, which crosses a railroad at grade, by providing another way for the same travel,—the legal effect of providing such other way being, by implication, to discontinue the way across the railroad.

The effect of this decision is to limit the powers of the commission with respect to compelling or enabling the abolition of grade crossings, and unless the existing authority is so modified as to authorize this board to compel or permit the discontinuance of a dangerous crossing by a railroad, except through the narrow, restricted power to do it by the mere substitution of another way, for the same travel, many existing dangerous crossings must continue as a menace to the public travel.

The board should be given not only clear and unmistakable authority to compel or permit the abolition of such dangerous crossings, but there should also be provided a method for the determination of the damages to land owners, or others having legal rights, affected by a discontinuance of such crossing.

FARES AND FREIGHT.

There has been little if any change in freight rates during the year, but there have been substantial concessions in favor of passengers upon the Boston & Maine. The experiment with a five-hundred-mile mileage book at two cents a mile, which was introduced upon the densely populated lines in Massachusetts, having proved satisfactory, the sale and use

of such mileage was extended to the whole system September 1.

The following reductions in charges for single tickets will go into effect on the first of February next: On all lines south of Bellows Falls, Concord, and Rochester rates will be reduced from 3, $2\frac{3}{4}$, and $2\frac{1}{2}$ cents to 2 cents per mile. Rochester to Intervale Junction, including Wolfeborough branch, from 3 to $2\frac{1}{2}$ cents per mile; Rochester to Lakeport, N. H., from 3 to $2\frac{1}{2}$ cents per mile; Concord to Woodsville, from 3 to $2\frac{1}{2}$ cents per mile; Woodsville to Groveton, Berlin, and Fabyan, from $3\frac{1}{2}$ to 3 cents per mile; Concord to White River Junction, including Bristol, Franklin Junction, and Tilton branches, from 3 to $2\frac{1}{2}$ cents per mile; Concord to Peterborough, from 3 to 2 cents per mile; Contoocook to Claremont Junction, from 3 to $2\frac{1}{2}$ cents per mile; Bellows Falls to Windsor, from 3 to $2\frac{1}{2}$ cents per mile.

On the Maine Central and Atlantic & St. Lawrence both fares and freights remain as they were.

THE INTERSTATE COMMERCE ACTS.

The National Congress has asserted its constitutional right to regulate commerce among the several states by assuming jurisdiction and control of all railroad transportation and the agencies thereof, except that of passengers or property wholly within one state or territory and not shipped to or from a foreign country from or to any state or territory. The scope and character of this jurisdiction is thus stated in the Interstate Commerce Acts of 1882 as amended:

The provisions of this act shall apply to any corporation or any person or persons engaged in the transportation of oil or other commodity, except water and except natural or artificial gas, by means of pipe lines, or partly by pipe lines and partly by railroad, or partly by pipe lines and partly by water, who shall be considered and held to be common carriers within the meaning and purpose of this act, and to any common carrier or carriers engaged in the transportation of passengers or prop-

erty wholly by railroad (or partly by railroad and partly by water when both are used under a common control, management or arrangement for a continuous carriage or shipment), from one state or territory of the United States, or the District of Columbia to any other state or territory of the United States, or the District of Columbia, or from one place in a territory to another place in the same territory, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States, and also to the transportation in like manner of property shipped from any place in the United States to a foreign country and carried from such place to a port of transshipment, or shipped from a foreign country to any place in the United States and carried to such place from a port of entry either in the United States or an adjacent foreign country: *Provided, however,* That the provisions of this act shall not apply to the transportation of passengers or property, or to the receiving, delivering, storage, or handling of property wholly within one state and not shipped to or from a foreign country from or to any state or territory as aforesaid.

The term "common carrier," as used in this act, shall include express companies and sleeping car companies. The term "railroad," as used in this act, shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any corporation operating a railroad, whether owned or operated under a contract, agreement or lease, and shall also include all switches, spurs, tracks, and terminal facilities of every kind used or necessary in the transportation of the persons or property designated herein, and also all freight depots, yards, and grounds used or necessary in the transportation or delivery of any of said property; and the term "transportation" shall include cars and other vehicles and all instrumentalities and facilities of shipment or carriage, irrespective of ownership or of any contract, express or implied, for the use thereof and all services in connection with the receipt, delivery, elevation, and transfer in transit, ventilation, refrigeration or icing, storage, and handling of property transported; and it shall be the duty of every carrier subject to the provisions of this act to provide and furnish such transportation upon reasonable request therefor, and to establish through routes and just and reasonable rates applicable thereto.

It is further provided that the interstate commission shall have jurisdiction over the construction and operation of switch connections at junction points and the movement of traffic over them, the interchange of traffic between connecting roads and lines, the preparation and publication of tariffs showing rates, fares, and charges, the contracts, agreements, and arrangements between roads, the carriage of freights, the collections of damages to persons caused by violations of the law, the billing, classification and weighing of freight, the division of rates and the form and character of reports. The commission is also authorized and empowered to fix maximum rates and charges and establish through routes and joint rates, to prescribe and compel the use of automatic couplers, train brakes, grabirons, and other safety appliances upon locomotives and cars, and the installation, maintenance, and operation of block signals.

Another act makes all common carriers engaged in interstate traffic liable for all damages to any of its employees caused by any defect or insufficiency in its cars, engines, appliances, machinery, roadbed way or works. In short, it has been declared that all control over the railroads of the country and regulation of their business may be centralized by the Federal Congress in the national authorities, except so far as they are engaged strictly and exclusively in state traffic. In New Hampshire the forty-two roads, which were chartered and built as separate and independent enterprises, are now grouped in three systems, neither of which has either terminal in this state, two of them reaching tidewater at Portland and the other at Boston, while the western connections are in New York, Vermont, and Canada. All our roads are interstate. All their locomotives and cars are interstate. All their yards, stations, and other instrumentalities are interstate. All their trains which carry a pound of freight or a person that comes from or is going to another state are interstate. Probably four fifths of their traffic is interstate and much of the other fifth is so inter-

woven with the interstate business that control of the greater includes the less, and all interstate railroading is subject to the authority of congress and the rules, regulations, and decrees of the interstate commerce commission. It remains for New Hampshire to exercise such control as the Federal Congress has left to it: to charter railroads, assert the right of eminent domain; adjust land damages; fix or limit capitalization; police railroad property and adjust differences between railroad operators and the public in matters entirely within the state.

There is also left to the state such authority over the agencies and instrumentalities used in interstate commerce within its own boundaries as congress and the Interstate Commerce Commission have, but do not see fit or lack the time and ability to exercise.

The fact seems to be that what the federal government may but does not do to or with a New Hampshire steam railroad the state legislature is at liberty to do, and within these limitations we can and must proceed, considering at the same time that it is a physical and mental impossibility for any commission of seven men, although vested with autocratic powers and supplied with numberless assistants, to give attention to a thousandth part of the railroad questions that arise in interstate commerce in this country, and that the one located in Washington acts only upon petition or order of the President.

Electric roads wholly within state boundaries remain under state control.

FATAL ACCIDENTS.

Railroad accidents in which passengers were killed or maimed in the United States during recent years have been of appalling frequency. In 1903 the reports to the Interstate Commerce Commission were that 321 passengers were killed and 6,973 were injured; in 1904 the killed numbered 420 and the injured 8,077; in 1905 the killed were 537 and

the injured 10,040, and in 1906 the killed were 418 and the injured 11,185. Of the 1,696 killed 966 lost their lives in train accidents. While this terrible slaughter has gone on in other parts of the country, railroad passengers in New Hampshire have had the remarkable immunity from casualties which has characterized their transportation ever since returns have been made to this commission. In twenty years only two persons have been killed and only three seriously injured in passenger steam cars in New Hampshire. Last year there were none, and during the four years included in the summaries of the Interstate Commerce Commission given above there was but one. This exceptional record is eloquent testimony to the ability and faithfulness of the men employed upon our passenger trains, the safe character of the roads over which they run, and the equipment they operate. Something more than good luck is necessary to such a record as this for two decades on a thousand miles of railroad.

The accidents to railroad employees in New Hampshire are also much less than the average for the country as a whole, and the long list of fatalities we have to report every year are largely attributable to the necessary use of grade crossings and trespassing upon the tracks by foot travelers. This report contains the findings in thirty-six fatal accidents in which thirty-eight persons were killed. Eleven victims were railroad employees and twenty-seven were not. Of those not in railroad employ one was a mail carrier struck by a mail crane, seven were killed on crossings, seven were trespassers who were walking upon the track, seven were lying upon or beside the track, two were trying to board moving trains, two jumped in front of trains, and one was killed getting off moving train.

Of the railroad employees three were killed in head-on collision, three fell from train, one stepped in front of train, one was thrown between car and engine, one was crawling under car, one was crushed between a locomotive and its tender, and one was sliding down Mt. Washington Railway.

THE ELECTRICS.

The electric railroads corporations making returns to the board are the same as in 1905, except that the Atlantic Shore Line, in which the Portsmouth, Dover & York was merged February 1, 1906, reports for the last five months of the year. This new corporation has seventy-one miles of road in Maine and only three in New Hampshire, from Main street in Dover to the Elliot bridge, but the great bulk of its traffic is to and from Dover and Portsmouth and the York beaches, and might properly be classed as New Hampshire business.

In making comparisons, however, we eliminate this and confine ourselves to roads entirely within the state. Taken together these roads make a better exhibit than ever before. The winter of 1905-06 was a favorable one and there was an increased volume of business in the following summer, which partially appears in the returns for the year ending June 30. They operated 221 miles of line with 243 miles of track, practically the same as in the preceding year. This with the appurtenant property represents an investment of about six and a half million dollars, four millions in stock, and two and a half millions in bonds. Their gross receipts in 1906 were \$1,055,488.39 as against \$977,919.95 in 1905, and their operating expenses were \$870,892.21 against \$815,845.94. In 1906 they collected 24,606,611 five cent fares against 18,880,742 in 1905. Nine of them showed a divisible income of \$145,342.73, and six of them reported deficits amounting to \$66,758.76, while a year previous only seven returned a divisible income aggregating \$103,325.07 and eight deficits amounting to \$95,993.21. The business for the last half of the calendar year was still more satisfactory.

REORGANIZATION OF THE LOVELL SYSTEM.

Still another financial reorganization of the Lovell corporations has taken place during the year. The money with

which the properties of these corporations was purchased or produced was nearly all furnished by financiers living outside New Hampshire, and they owned all the stock and bonds excepting one share of stock and \$375,000 in bonds held by outside parties.

In 1901 they formed the New Hampshire Traction Company for the purpose of consolidating financially their holdings in the original corporations and transferred to this their securities.

August 24, 1905, they created another company called the New Hampshire Electric Railways, to which they conveyed all the stock, bonds and indebtedness of the following companies: Exeter, Hampton & Amesbury Street Railway Company; Portsmouth & Exeter Street Railway Company; Haverhill & Plaistow Street Railway Company; Haverhill, Plaistow & Newton Street Railway Company; Amesbury & Hampton Street Railway Company; Seabrook & Hampton Beach Street Railway Company; Dover, Somersworth & Rochester Street Railway Company; Hudson, Pelham & Salem Electric Railway Company; Haverhill & Southern New Hampshire Street Railway Company; Lawrence & Methuen Street Railway Company; Lowell & Pelham Street Railway Company; Canobie Lake Company; Granite State Land Company and Rockingham County Light & Power Company; except the following, one share of the stock of the Lowell and Pelham Street Railway Company, \$225,000 of the bonds of the Exeter, Hampton & Amesbury Street Railway Company, and \$100,000 of the bonds of the Dover, Somersworth & Rochester Street Railway Company (of which bonds \$7,000 have since been acquired for account of sinking fund), and \$50,000 of the bonds of the Amesbury & Hampton Street Railway Company, which said one share of stock and bonds were not owned by the New Hampshire Traction Company, and were therefore not acquired under the reorganization.

For these properties they authorized the issue of 40,000 shares of preferred stock and 40,000 shares of common stock

of the par value of \$100 each, and issued to themselves 33,995 shares of preferred and 39,002 shares of common. This process converts into stock all the securities and debts of the corporations without changing the ownership or liabilities.

ELECTRIC CHARTERS.

It has been the established policy of the New Hampshire legislature and this commission to encourage and protect those who invest their money in electric railroads for the accommodation of the public by securing to them whatever business there is or that they create along their lines, so long as they furnish good service at fair rates, which has been done by refusing charters for roads paralleling those already constructed. To this policy we are largely indebted for the roads we have, and we believe it is a sound one. With the possible exception of Manchester, there is no territory in New Hampshire that can support two or more parallel electrics. As the record shows, there is none that has as yet supported one so as to earn regular dividends for its stockholders, and it is not supposable that capitalists desire to build and operate competing roads, which at best could only divide a patronage that when entire does not pay. But the speculator or promoter who prospers by financing street roads that are certain to lead to bankruptcy, and by threatening to build competing lines unless the charters for them which they hold are purchased at large prices by existing roads, is always abroad in the land seeking whom he may swindle or blackmail. Against him the honest investor in railroad securities in New Hampshire has been safeguarded. But there is no lack of privilege to build electric roads in sections of New Hampshire which are now lacking the advantages they afford.

The legislatures of 1901 and 1903 either chartered or extended the charters of twenty-six proposed electrics as follows:

1901.

The Ashland & Asquam.
The Mooselauk.
The Derry & Pelham.
The Gilmanton & Barnstead.
The Meredith & Ossipee.
The North Conway & Mount Kearsarge.
The Claremont.
The Hudson, Pelham & Salem.
The Bristol.
The Mont Vernon & Milford.

1903.

The Littleton, Franconia, and Bethle'hém.
The Keene, Marlow & Newport.
The Nashua & Hollis.
The Hampstead & Haverhill.
The Goff's Falls, Litchfield & Hudson.
The Newport and George's Mills.
The Epping, Brentwood & Kingston.
The Derry & Salem.
The Chester, Fremont & Brentwood.
The Uncanoonuc Incline.
The Milton Mills and Union.
The Kearsarge Mountain.
The Concord, Dover & Rochester.
The Manchester & Haverhill.
The Dunbarton & Goffstown.
The Alton & Gilmanton.

Of these only two have been constructed and the others wait for some one to furnish the money with which to produce the roads they authorize.

NEW ROADS.

Two new electrics were completed in December last. The Uncanoonuc Incline consists of an electric road from the Manchester at Grasmere in Goffstown to the base of Uncanoonuc mountain, a distance of two and one half miles, and a lift to the summit, and is a pleasure road. It will be operated in summer by the Manchester. The Goff's Falls, Litchfield & Hudson was opened for business today. It is twelve miles long and connects the Manchester at Goff's Falls with the Boston & Northern at the Hudson bridge, supplying the missing link between Penacook and Boston via Manchester, Nashua, and Lowell. It was financed by the Manchester and will be operated by it. Its physical condition is at the start nearly perfect. Its roadbed is almost on a straight line, free from grades and grade crossings, upon a location owned and fenced by the corporation. Its construction is substantial enough to carry a steam train, and its cars are elegant. Designed as it is mainly for through travel, its schedule calls for very fast time and it will undoubtedly be well patronized.

BANKRUPT ELECTRICS.

Two of the six Rockingham county roads in the Lovell system passed into the hands of receivers during the year. The Hudson, Pelham & Salem, which had always been operated at a heavy loss, was overwhelmed by the claims growing out of the accident at Pelham in 1903, and surrendered to the bondholders December 11 of that year, and D. A. Belden was appointed receiver.

The Exeter, Hampton & Amesbury, another losing proposition, was abandoned to the bondholders November 30, 1905, and Allen Hollis was appointed receiver. By arrangements, however, between the parties in interest these roads have been operated through the year as before as parts of the Lovell system, and the legal proceedings have interested only the stockholders and creditors.

STREET RAILWAY STATISTICS.

	Miles of Track	Stock.	Bonds.	Current Liabili- ties.	Gross Income.	Operating Expenses.	Fixed Charges.	Deficit or Divisible Income.	No. Five Cent Fares.
Atlantic Shore Line *	73.91	\$3,000,000.00	\$1,871,000.00	\$49,477.84	\$183,604.28	\$108,556.71	\$60,176.38	\$14,771.19	2,496,562
Berlin.....	7.75	110,000.00	105,000.00	.....	44,654.19	35,366.08	7,595.84	11,692.77	871,142
Chester & Derry.....	7.75	50,000.00	50,000.00	7,678.50	14,667.65	9,813.17	2,918.70	11,692.77	253,205
Claremont.....	7.32	260,000.00	180,000.00	122,180.11	29,288.36	23,759.87	5,783.12	1,524.63	368,505
Concord & Manchester.....	27.88	250,000.00	473,000.00	.....	147,459.80	122,336.31	2,350.42	122,767.07	2,793,897
Dover, Somersworth & Rochester.....	17.74	375,000.00	300,000.00	31,625.00	91,832.26	60,483.88	24,449.86	16,878.52	1,803,080
Exeter, Hampton & Amesbury.....	20.72	360,000.00	225,000.00	116,838.88	52,496.07	48,692.82	22,720.66	18,907.41	870,948
Haverhill, Plaistow & Newton.....	8.15	225,000.00	145,000.00	91,750.00	33,041.76	25,379.94	7,692.70	129.12	652,096
Hudson, Pelham & Salem.....	27.30	475,000.00	365,000.00	153,858.93	94,147.04	84,487.36	22,916.55	13,266.37	1,843,645
Keene.....	8.34	220,000.00	80,000.00	68,447.78	26,529.53	20,472.92	7,115.69	11,058.98	624,301
Laconia.....	8.36	140,000.00	130,000.00	11,500.00	30,438.35	20,336.85	10,011.11	1145.39	563,207
Manchester.....	28.65	944,500.00	15,000.00	163,861.11	313,013.30	243,998.05	9,683.91	159,321.24	6,102,659
Nashua.....	14.16	325,000.00	.....	34,746.19	78,602.59	56,622.60	8,405.76	113,574.23	1,506,162
Portsmouth.....	18.10	650,000.00	710,000.00	19,311.58	103,512.67	58,168.94	21,866.90	526,478.28	1,294,901
Portsmouth, Dover & York +	36.97	185,000.00	145,000.00	32,400.30	19,812.80	19,283.20	7,332.25	123,456.53	1,969,632
Portsmouth & Exeter.....	11.98	65,000.00	45,000.00	18,750.00	.....	8,337.56	5,308.26	1670.59	380,349
Seabrook & Hampton Beach.....	5.63	.....	.....	.....	.....	.....	.....	.....	283,190
Springfield.....	2.25	12,000.00	.....	.....	.....	.....	.....	.....	.....
	331.87	\$7,646,500.00	\$4,974,000.00	\$1,113,436.22	\$1,342,505.34	\$1,037,637.86	\$226,283.51		24,606,611

* Includes Portsmouth, Dover & York
for five months, from Feb. 1, 1906.
+ For seven months ending Jan. 31, 1906.
‡ Divisible income.
§ Deficit.

Divisible Income,
Deficit,
Excess of Income,

\$145,349.73
66,168.76
\$78,583.97

RAILROAD TAXES.

VALUATION AND ASSESSMENT OF RAILROAD CORPORATIONS FOR 1906.

NAMES.	Valuation.	Amount taxed in towns.	Value for taxation.	Tax.
Boston & Lowell.....	\$60,000	\$9,500	\$50,500	\$870.62
Boston & Maine	4,125,000	160,000	3,965,000	68,356.60
Concord & Claremont.....	500,000	4,000	496,000	8,551.04
Concord & Montreal	9,620,000	131,000	9,489,000	163,590.36
Concord & Portsmouth.....	600,000	.....	600,000	10,344.00
Connecticut River.....	325,000	15,000	310,000	5,344.40
Fitchburg.....	1,635,000	35,000	1,600,000	27,584.00
Grand Trunk.....	500,000	11,500	488,500	8,421.74
Manchester & Lawrence.....	1,500,000	3,900	1,496,700	25,803.11
Mount Washington.....	125,000	25,000	100,000	1,724.00
Nashua & Lowell.....	400,000	27,000	373,000	6,430.52

RAILROAD COMMISSIONERS' REPORT.

XXXI

New Boston.....	25,000	.....	25,000	431.00
Northern.....	2,370,000	11,000	2,359,000	40,669.16
Pemigewasset Valley.....	160,000	.....	160,000	2,758.40
Peterborough.....	50,000	700	49,300	849.94
Peterborough & Hillsborough.....	50,000	.....	50,000	862.00
Portland & Ogdensburg.....	400,000	5,700	394,300	6,797.73
Sullivan County.....	750,000	.....	750,000	12,930.00
Suncook Valley.....	140,000	4,500	135,500	2,336.02
Upper Coos.....	80,000	600	79,400	1,368.85
Wilton.....	300,000	2,000	298,000	5,137.52
Worcester, Nashua & Rochester.....	1,200,000	14,000	1,186,000	20,446.64
Laconia Street Railway.....	35,000	10,800	24,200	417.21
Manchester Street Railway.....	375,000	.....	375,000	6,465.00
Nashua Street Railway.....	125,000	4,500	120,500	2,077.42
Dover, Somersworth & Rochester Street Railway.....	125,000	22,000	103,000	1,775.72
Total.....	\$25,575,000	\$497,100	\$25,077,900	\$132,943.00

PART II.

RAILROAD RETURNS.

REPORT

OF THE

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$1,440,796.10
Operating expenses	1,211,044.42
Net earnings from operation	\$229,751.68
Charges upon income accrued during the year:	
Interest on funded debt	\$206,280.00
Taxes	58,592.17
Total charges and deductions from income	264,872.17
Deficit	\$35,120.49
Dividends declared, 6 per cent on \$5,484,000, common stock	\$329,040.00
Deficit for the year ending June 30, 1906	\$364,160.49
EARNINGS FROM OPERATION.	
Net revenue from passengers	\$294,544.60
Mails	28,706.74
Express	47,963.14
Total earnings, passenger service	\$371,214.48
Total earnings, freight service	1,066,469.28
Total passenger and freight earnings	\$1,437,683.76

Other earnings from operation:	
Rental from buildings and other property	\$3,112.34
Gross earnings from operation	\$1,440,796.10
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers	\$5,840.74
Salaries of clerks and attendants	5,631.48
General office expenses and supplies	1,635.48
Insurance	4,094.85
Law expenses	3,762.74
Stationery and printing (general offices)	849.76
Other general expenses	2,442.05
Total	\$24,257.10
Maintenance of way and structures:	
Repairs of roadway	\$118,522.31
Renewals of rails	23,773.70
Renewals of ties	25,304.54
Repairs and renewals of bridges and culverts	14,232.92
Repairs and renewals of fences, road crossings, signs and cattle guards	5,502.47
Repairs and renewals of buildings and fixtures	36,278.24
Repairs and renewals of docks and wharves	12,200.98
Repairs and renewals of telegraph	286.05
Stationery and printing	35.94
Total	\$236,137.15
Maintenance of equipment:	
Superintendence	\$8,804.32
Repairs and renewals of locomotives	83,008.19
Repairs and renewals of passenger cars	13,466.40
Repairs and renewals of freight cars	76,955.23
Repairs and renewals of work cars	1,915.85
Repairs and renewals of shop machinery and tools	7,129.49
Stationery and printing	268.21
Other expenses of maintaining equipment	10,487.99
Total	\$202,035.68

Conducting transportation:	
Superintendence	\$4,445.02
Engine and roundhouse men	116,838.31
Fuel for locomotives	283,852.76
Water supply for locomotives	10,603.34
Oil, tallow, and waste for locomotives	8,484.12
Other supplies for locomotives	2,593.68
Train service	71,733.49
Train supplies and expenses	11,123.24
Switchmen, flagmen, and watchmen	35,923.92
Telegraph expenses	30,426.24
Station service	103,853.04
Station supplies	7,873.26
Loss and damage	524.71
Clearing wrecks	1,236.76
Advertising	8,150.50
Outside agencies	36,500.50
Commissions	6,450.50
Stockyards and elevators	2,500.60
Stationery and printing	3,150.00
Other expenses	2,350.50
Total	\$748,614.49
Recapitulation:	
General expenses	\$24,257.10
Maintenance of way and structures	236,137.15
Maintenance of equipment	202,035.68
Conducting transportation	748,614.49
Total operating expenses	\$1,211,044.42
Percentage of operating expenses to gross earnings	84.05

GENERAL BALANCE SHEET.

Cost of road	\$8,922,000.00
Capital stock, common	\$5,484,000.00
Funded debt	3,438,000.00
Total	\$8,922,000.00

CAPITAL STOCK.

Capital stock authorized by law, common	\$5,484,000.00
Capital stock authorized by votes of company, common	5,484,000.00
Capital stock issued and outstanding, common	5,484,000.00

Number of shares issued and outstanding, common, sterling	11,290
Number of shares issued and outstanding, common, federal	190
Number of shares issued and outstanding, common, fractional (\$16)	40
Total number of shares outstanding	11,520
Number of stockholders, common	1,658

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during the year.
First mortgaged bonds.....	6%	1884	\$1,499,916.00	\$89,994.96
Second "	6%	1891	712,982.00	42,775.92
Third "	6%	1909	786,984.00	47,219.04
Balance on exchange of bonds.	6%	.....	168.00	10.08
<i>Island Pond to Canadian Boundary Line.</i>				
Island Pond Debentures £90,-000.....	6%		438,000.00	\$26,280.00
Total.....			\$3,438,000.00	\$206,280.00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:		
Number of passengers carried paying revenue		443,892
Number of passengers carried one mile		13,791,813
Number of passengers carried one mile per mile of road operated		82,724
Average length of journey per passenger, miles		31.07
Average amount received from each passenger		.66355
Average amount received per passenger per mile carried . . . . .		.02136
Passenger earnings (gross) per mile of road operated		2,226.57
Passenger earnings (gross) per passenger-train mile run . . . . .		.99286
Freight traffic:		
Number of tons of freight hauled earning revenue		2,016,178
Number of tons of freight hauled one mile		165,426,196

Number of tons of freight hauled one mile per mile of road operated	992,240
Average length of haul per ton, miles	82.03
Average amount received for each ton freight . . . . .	.52896
Average amount received per ton per mile hauled . . . . .	.00645
Freight earnings (gross) per mile of road operated	6,396.77
Freight earnings (gross) per freight-train mile run	1.90278
Operating expenses:	
Operating expenses per mile of road operated	7,263.94
Operating expenses per revenue-train mile run	1.29612
Train mileage:	
Miles run by passenger trains	373,883
Miles run by freight trains	560,481
Total mileage of trains earning revenue	934,364
Miles run by switching trains	334,963
Miles run by construction and other trains	31,156
Total train mileage	1,300,483
Fares and freights:	
Average rate of fare per mile on single local tickets . . . . .	.02275
Average rate of fare per mile on commutation tickets . . . . .	.01628
Average rate of fare per mile on mileage tickets . . . . .	.02000
Average rate of fare per mile on season tickets . . . . .	.01139
Average rate of fare per mile on joint tickets . . . . .	.01849
Average rate of freight per ton mile on local way-bill . . . . .	.01614
Average rate of freight per ton mile on joint way-bill . . . . .	.00433
Employees:	
Average number of persons employed	1,103
RAILROAD OWNED.	
Length of main line in New Hampshire	52.060 miles
Total length of main line	165.220 "
Length of side track, etc., in New Hampshire	18.010 "
Total length of side track, etc.	81.260 "
Total length of track owned in New Hampshire	70.070 "
Total length of track owned	246.480 "

RAILROAD OPERATED.	
Length of main line in New Hampshire . . .	52.060 miles
Total length of main line	165.220 "
Length of branch line (Norway branch) . . .	1.500 "
Total length of line operated in New Hampshire	52.060 "
Total length of line operated	166.720 "
Length of side track, etc., in New Hampshire .	18.010 "
Total length of side track, etc.	81.260 "
Total length of track operated in New Hampshire	70.070 "
Total length of track operated	247.980 "
RAILROAD CROSSINGS IN NEW HAMPSHIRE.	
<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade	22
Number of highway grade crossings protected by flagmen	2
Number of highway grade crossings unprotected	20
Number of highway bridges 18 feet (or more) above track	2
Number of highway bridges less than 18 feet above track	1
Height of lowest highway bridge above track .	17 ft. 3 in.
<i>Crossings with Other Railroads.</i>	
Crossings of company's railroad with other railroads at grade	3
1 at Beatties with Maine Central R. R., owned by Maine Central R. R.	
1 at Berlin with Berlin Street Railway, owned by Berlin Street Railway.	
1 at Cascade Falls with Berlin Street Railway, owned by Berlin Street Railway.	
RAILROAD BRIDGES IN NEW HAMPSHIRE.	
Total length of pile and trestle bridging (in feet)	192

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.		Total on all lines operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passeng'rs.		1	.....	.....	.....	1	.....	5
Employees.		5	1	8	1	13	2	43
Others	2	6	2	6	4	10
Total....		6	3	14	3	20	6	58

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

July 19, 1905. H. Noyes, trespasser. Trying to cross in front of cars; body bruised.

July 26, 1905. J. Gauthier, trespasser. Trying to cross in front of engine; killed.

August 8, 1905. W. Campbell, brakeman. Thrust arm through window; wrist cut.

August 18, 1905. R. Davies, freight trucker. Dropped casting on foot; broken toe.

August 23, 1905. E. F. Blake, section foreman. Run over by hand car; bruised hand and head.

September 1, 1905. E. A. Blake, engineer. Heavy digger struck foot; bones of instep broken.

September 4, 1905. F. Rich, trackman. Rail fell from car; bruised ankle.

September 22, 1905. R. F. Gillander, brakeman. Stepped between car and platform; killed.

October 6, 1905. F. Tuthing, trespasser. Walking on track (intoxicated); wound on forehead.

October 14, 1905. H. Pottingill, brakeman. Engine struck train; foot bruised.

November 11, 1905. J. Marcoux, trespasser. Stealing ride, fell off steps; fatally injured.

November 28, 1905. I. Manservelle, trespasser. Walking on track; head injured.

December 11, 1905. J. Regan, trespasser. Lying close to rail (intoxicated); scalp wound.

January 2, 1906. A. Blake, conductor. Slipped on car; sprained leg.

January 6, 1906. H. J. Burbank, trespasser. Slipped on ice; fractured ankle.

February 20, 1906. F. Stevens, fireman. Fell from water tank; wrist injured.

March 8, 1906. W. I. Libby, car repairer. Stepped in front of engine; shoulder dislocated.

April 1, 1906. R. T. Scarles, fireman. Lump of coal fell on foot; foot bruised.

April 2, 1906. E. Desrosiers, trespasser. Struck by train; head cut.

April 14, 1906. Mrs. A. Russell, passenger. Struck by stone thrown through window; injured.

April 17, 1906. A. E. Vachon, yard foreman. Standing between tender and cab; leg broken.

April 27, 1906. J. Kane, conductor. Stepped on nail; foot injured.

May 12, 1906. R. L. Douglas, brakeman. Coupling engine; thumb jammed.

PROPER ADDRESS OF THE COMPANY.

ATLANTIC AND ST. LAWRENCE RAILROAD COMPANY.

PORTLAND, ME.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Charles M. Hays, Montreal, Que.; vice-president, Earl H. Fitzhugh, Montreal, Que.; treasurer and clerk, Walter W. Duffett, Portland, Me.; solicitor, Clarence A. Hight, Portland, Me.; general auditor, Henry W. Walker, Montreal, Que.; superintendent, M. S. Blaiklock, Montreal, Que.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Charles M. Hays, Earl H. Fitzhugh, Montreal, Que.; Franklin R. Barrett, Walter W. Duffett, William W. Brown, Edward A. Noyes, Philip G. Brown, Portland, Me.; John W. Loud, Montreal, Que.; LeRoy L. Hight, Portland, Me.

We hereby certify that the statements contained in the foregoing return are full, just and true.

W. W. DUFFETT,
L. L. HIGHT,
Directors.

W. W. DUFFETT,
Treasurer.

STATE OF MAINE.

CUMBERLAND, ss. September 15, 1906. Then personally appeared the above named W. W. Duffett and L. L. Hight and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ANDREW B. DAVIES,
Notary Public.

REPORT

OF THE

BOSTON & MAINE RAILROAD

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation	\$39,214,202.86	
Operating expenses	29,353,368.57	
Net earnings from operation		\$9,860,834.29
Dividends received on stocks owned:		
Maine Central Railroad, 25,160 shares, 7 per cent	\$176,120.00	
York Harbor & Beach Railroad, (par 50) 5,104 shares, 2 per cent	5,104.00	
*St. John Bridge & Ry Extn Co. 1 per cent	102.00	
Owned by C. & M. R. R.:		
Suncook Valley Railroad, 630 3-5 shares, 6 per cent	3,783.60	
Pemigewasset Valley Railroad, 381 shares, 6 per cent	2,286.00	
New Boston Railroad, 100 shares, 4 per cent	400.00	
Mt. Washington Railway, 2,115 shares, 4 per cent	8,460.00	
Owned by Conn. River R. R.:		
Vermont Valley Railroad, 9,734 shares, 10 per cent	48,670.00	
Owned by B. & L. R. R.:		
Peterborough Railroad, 331 shares, 4 per cent	1,324.00	
Total		\$246,249.60
Interest received on bonds owned:		
Woodsville Aqueduct Company, owned by B. & M. Railroad, \$5,450, 1 year at 4 per cent	\$218.00	

*Stock sold.

Owned by C. & M. R. R., \$10,000, 1 year at 4 per cent	\$400.00	
Montreal & Atlantic Railway, \$108,000, 18 months at 5 per cent	8,100.00	
Fitchburg Railroad, \$46,000, 6 months at 3½ per cent	805.00	
Total		\$9,523.00
Miscellaneous income, less expense of collecting:		
Rent real estate, \$347,803.39, less expenses, \$72,564.44	\$275,238.95	
Bridge tolls, \$10,876.35; less ex- pense, \$2,581.63	8,294.72	
Interest received	41,894.47	
Sundry items	40,884.51	
Total		366,312.65
Gross income above operating expenses		<u>\$10,482,919.54</u>
Charges upon income accrued during the year:		
Interest on funded debt		\$1,366,854.62
Interest and discount on unfunded debts and loans, real estate, mortgages, etc		107,815.81
Taxes		1,745,490.16
Rentals of leased roads:		
Fitchburg	\$1,791,357.55	
Concord & Montreal	812,209.05	
Boston & Lowell	768,043.66	
Connecticut River	373,065.00	
Worcester, Nashua & Rochester	250,000.00	
Vermont & Massachusetts	221,600.00	
Connecticut & Passumpsic Rivers	213,000.00	
Northern	216,104.00	
Nashua & Lowell	73,000.00	
Lowell & Andover	52,500.00	
Manchester & Lawrence	112,960.00	
Stony Brook	21,500.00	
Wilton	20,400.00	
Peterborough	15,700.00	
Concord & Portsmouth	25,000.00	
Pemigewasset Valley	32,790.00	
Suncook Valley	14,700.00	
Massawippi Valley	40,000.00	
Kennebunk & Kennebunkport	2,925.00	
New Boston	2,800.00	
Troy & Bennington	15,400.00	
Newport & Richford, \$17,500; sub-let for \$18,000; credit	500.00	
Total		5,074,554.26

Payments to sinking and other special funds:	
Sinking funds, Eastern Railroad	\$100,000.00
Sinking funds, Boston & Maine Railroad	36,285.00
Total payments	<u>\$136,285.00</u>
Total charges and deductions from income	<u>\$8,430,999.85</u>
Net divisible income	<u>\$2,051,919.69</u>
Dividends declared during the year payable on—	
October 2, 1905, 1¼ per cent on \$23,509,400, common	\$411,414.50
January 1, 1906, 1¼ per cent on \$23,509,400, common	411,414.50
April 2, 1906, 1¼ per cent on \$23,509,400, common	411,414.50
July 2, 1906, 1¼ per cent on \$23,509,400, common	411,414.50
September 1, 1905, 3 per cent on \$3,149,800, preferred	94,494.00
March 1, 1906, 3 per cent on \$3,149,800, preferred	94,494.00
Total dividends declared	<u>1,834,646.00</u>
Surplus for the year ending June 30, 1906	<u>\$217,273.69</u>
Amount of surplus June 30, 1905	\$2,494,140.56
Net amount debited to profit and loss	119,823.69
Total surplus June 30, 1906	<u>\$2,374,316.87</u>
EARNINGS FROM OPERATION.	
Gross receipts from passengers	\$13,430,305.43
Deductions:	
Tickets redeemed	\$28,523.17
Excess fares refunded	110,197.90
Total deductions	<u>138,721.07</u>
Net revenue from passengers: On steam roads, \$13,088,197.94; on electric street roads, \$203,386.42	<u>\$13,291,584.36</u>

From mails	\$525,343.82
From express	1,271,922.21
From extra baggage and storage	146,569.61
Total earnings, passenger service, steam roads, \$15,031,528.66; electric street roads, \$203,891.34	\$15,235,420.00
Gross receipts from freight	\$23,467,187.86
Deductions:	
Overcharge to shippers	112,639.05
Net revenue from freight	\$23,354,548.81
From stockyards \$4,080.52	
From elevators 116,452.91	
Storage and miscellaneous 242,831.01	
	363,364.44
Total earnings, freight service	\$23,717,913.25
Total passenger and freight earnings	\$38,953,333.25
Other earnings from operation:	
Switching charges—balance	\$129,636.96
Telegraph companies	20,432.14
Rental from tracks, yards and terminals	48,814.87
Hire of equipment	36,227.41
Steamer Mt. Washington	20,201.95
Steamer Lady of the Lake	5,556.28
Gross earnings from operation	\$39,214,202.86
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers	\$123,775.00
Salaries of clerks and attendants	241,982.97
General office expenses and supplies	27,057.80
Insurance	262,690.00
Law expenses	171,313.75
Stationery and printing (general offices)	20,360.73
Miscellaneous expenses	32,415.84
Contribution to San Francisco earthquake relief fund	10,000.00
Total	\$889,596.09

Maintenance of way and structures:

Repairs of roadway	\$2,712,191.68
Renewals of rails	477,040.90
Renewals of ties	712,644.15
Repairs and renewals of bridges and culverts .	252,571.93
Repairs and renewals of fences, road crossings, signs, and cattle guards	195,464.18
Repairs and renewals of buildings and fixtures	923,758.56
Repairs and renewals of docks and wharves	62,992.44
Repairs and renewals of telegraph	15,597.07
Stationery and printing	4,575.41
Repairs of electric line	3,249.74
Tools and machinery	14,354.56
Miscellaneous expenses	8,861.33

Total \$5,383,301.95

Maintenance of equipment:

Superintendence	\$123,635.24
Repairs and renewals of locomotives (includes \$720,779.10 new locomotives)	2,005,959.34
Repairs and renewals of passenger cars (includes \$322,590.32 new passenger cars)	928,261.80
Repairs and renewals of freight cars (includes \$33,057.79 new freight cars)	1,051,719.29
Repairs and renewals of work cars	46,276.78
Repairs and renewals of marine equipment	2,793.16
Repairs and renewals of shop machinery and tools	77,582.95
Stationery and printing	8,347.91
Miscellaneous expenses (watching, etc.)	170,864.11

Total \$4,415,440.58

Conducting transportation:

Superintendence	\$339,941.60
Engine and roundhouse men	2,707,980.53
Fuel for locomotives	4,528,276.72
Water supply for locomotives	176,969.54
Oil, tallow, and waste for locomotives	83,355.49
Other supplies for locomotives	28,292.85
Train service	2,171,475.60
Train supplies and expenses	457,351.19
Switchmen, flagmen, and watchmen	2,187,142.82
Telegraph expenses	336,101.61
Station service	2,808,324.65
Station supplies	340,904.16
Car mileage—balance	871,383.73
Loss and damage	268,327.24
Injuries to persons	710,922.46
Clearing wrecks	48,222.61
Operating marine equipment	17,168.56
Advertising	106,278.84
Outside agencies	94,975.77

Stockyards and elevators	\$59,166.39
Rentals for tracks, yards and terminals	30,584.49
Rentals of buildings and other property	29,269.32
Stationery and printing	179,833.33
Electric motive power	56,084.43
Miscellaneous expenses	26,696.02
Total	\$18,665,029.95
Recapitulation:	
General expenses	\$889,596.09
Maintenance of way and structures	5,383,301.95
Maintenance of equipment	4,415,440.58
Conducting transportation	18,665,029.95
Total operating expenses: Steam roads, \$29,139,470.69; electric street roads, \$213,- 897.88	\$29,353,368.57
Percentage of operating expenses to gross earnings	74.854

GENERAL BALANCE SHEET.

Cost of road	\$43,837,275.30
Cost of equipment	8,602,430.81
Real estate, Nashua	\$224,077.57
Real estate, Fabyan	1,631.98
Land at:	
Somerville, Mass.	494,563.44
Medford, Mass.	38,192.64
Malden, Mass.	28,383.40
Melrose and Melrose Highlands	3,000.00
Wakefield, Mass.	12,301.17
Boxford, Mass.	325.15
Georgetown, Mass.	825.00
Lawrence, Mass.	8,840.87
Dover	20,234.69
Rollinsford	1,051.00
Saco and Biddeford, Me.	23,701.65
Kennebunk, Me.	461.75
Old Orchard, Me.	7,648.52
Portland, Me.	27,349.29
Bar Harbor, Me.	45,104.37
Boston, Mass.	190,894.99
Everett, Mass.	29,784.36
Chelsea, Mass.	21,836.30
Revere, Mass.	19,517.92
Cliftondale, Mass.	4,565.00
Saugus, Mass.	525.00
Lynn, Mass.	72,574.81

Swampscott, Mass.	\$20,617.41	
Marblehead, Mass.	2,727.58	
Salem, Mass.	1,000.00	
Peabody, Mass.	201.35	
Danvers, Mass.	1,000.00	
Beverly, Mass.	12,579.60	
Hamilton, Mass.	5,000.00	
Manchester, Mass.	1,000.00	
Rockport, Mass.	1,719.36	
Newbury, Mass.	300.00	
Newburyport, Mass.	7,519.38	
Hampton	150.70	
Portsmouth	4,690.70	
Wells, Me.	64.12	
Rochester	2,200.00	
Clematis Brook, Mass., etc.	503.72	
Arlington, Mass.	2,500.00	
Wilmington, Mass.	561.50	
Chelmsford, Mass.	1,500.00	
Lowell, Mass.	4,613.80	
Harrisville,	150.00	
Marlborough	65.00	
Fremont	400.00	
Windham	81.70	
Kingston	142.10	
Ayer, Mass.	50.87	
Madison	231.25	
Andover	501.87	
North Hampton	1,264.40	
Haverhill, Mass.	1,301.15	
Manchester	480.66	
Barrington	483.70	
Barre, Mass.	143.87	
South River, Mass.	8,257.44	
Land on line of N. A. & B. Branch	334.00	
Total		\$1,361,708.10
Stock of:		
Fitchburg Railroad, common, 54,547 shares	\$5,454,549.75	
Maine Central Railroad, 25,160 shares	2,516,000.00	
Boston & Maine Railroad, com- mon, 11,282 shares	1,293,559.95	
York Harbor & Beach Railroad (par \$50), 5,104 shares	250,875.00	
Portland Union Railway Station Company, 250 shares	25,000.00	
St. Johns & L. Champlain Rail- road Company (par \$50), 809 shares	4,303.56	
Newburyport Railroad, 1,802 shares	5,406.00	

Danvers Railroad, \$125,000 . . .	\$125,000.00	
Portsmouth Bridge, 400 shares . . .	4,000.00	
Montreal & Atlantic Railway, 373 shares	3,000.00	
Concord & Claremont Railroad, 102 shares	4,140.00	
Proprietors of Wells River Bridge, 11 shares	1,090.00	
Total		\$9,564,476.26
Bonds of:		
Newburyport Railroad, \$300,000 . . .	\$300,000.00	
Danvers Railroad, \$125,000 . . .	125,000.00	
Montreal & Atlantic Railway, \$108,000	108,000.00	
St. Johnsbury & Lake Cham- plain Railroad, \$432,000 . . .	432,000.00	
Woodsville Aqueduct Company, \$5,450	5,618.50	
Total		970,618.50
Other permanent property:		
Steamer Mt. Washington and wharves	\$69,260.24	
Richford, Vt., elevator	52,261.43	
Total		121,521.67
Total permanent investments		\$64,458,030.64
Cash	\$2,964,216.31	
Bills receivable	968,491.10	
Due from agents	1,852,812.62	
Traffic balances due from other companies	372,829.94	
Due from solvent companies and individuals	3,709,930.96	
Sinking and other special funds	996,689.43	
Total cash and current assets		10,864,970.36
Materials and supplies	\$4,292,756.83	
Other assets and property:		
Prepaid insurance premiums	157,886.48	
Elimination of grade crossings in process	202,817.82	
Total miscellaneous assets		4,653,461.13
Total		\$79,976,462.13

Capital stock, common:		
Boston & Maine, common . . .	\$24,637,600.00	
Boston & Maine, scrip . . .	470.70	
		\$24,638,070.70
Capital stock, preferred		3,149,800.00
Total capital stock		\$27,787,870.70
Premium on Boston & Maine common stock sold		2,837,218.90
Funded debt		30,710,743.91
Real estate mortgages		594,800.00
Amount received on account of bonds to be issued September 1, 1906		1,006,944.44
Current liabilities:		
Loans and notes payable . . .	\$3,450,000.00	
Audited vouchers and accounts . . .	1,714,638.33	
Salaries and wages	662,476.84	
Traffic balances due to other companies	1,190,585.47	
Dividends not called for	5,969.25	
Matured interest coupons unpaid (including coupons due July 1)	289,500.40	
Rentals due and unpaid (including rentals due July 1)	1,206,675.36	
Dividend on common stock due July 1, 1906	411,414.50	
Total current liabilities		8,931,260.15
Accrued liabilities:		
Interest accrued and not yet due	\$288,069.86	
Taxes accrued and not yet due	615,803.96	
Rentals accrued and not yet due	430,571.52	
Total accrued liabilities		1,334,445.34
Amounts due leased roads at termination of leases		1,823,079.10
Sinking and other special funds:		
Sinking fund for redemption of Boston & Maine Railroad bonds	\$995,108.82	
Sinking funds for redemption of Eastern Railroad bonds	1,580.61	
Injury fund	150,000.00	
Contingent fund	410,591.54	
Suspense account	801,228.06	
Total sinking and other special funds		2,358,509.03
Profit and loss balance—surplus		2,591,590.56
Total		\$79,976,462.13

PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Additions to construction account:	
Superstructure, including rails	\$35,562.72
Lands, land damages, and fences	4,103.19
Elimination of grade crossings	432,661.26
Central Massachusetts Railroad purchase, credit	143.45
Total additions to construction account	\$472,183.72
Additions to equipment account:	
Cars for freight service (1,741 in number)	1,379,110.55
Other expenditures charged to property accounts	
18 shares stock of Newburyport Railroad	\$54.00
70 shares stock of Concord & Claremont Railroad	3,500.00
Land at:	
Nashua	8,880.02
Somerville, Mass.	34,453.57
Wakefield, Mass.	9,001.17
Lawrence, Mass.	8,840.87
Swampscott, Mass.	20,617.41
Marblehead, Mass.	2,727.58
Rockport, Mass.	72.90
Newburyport, Mass.	3,119.38
North Hampton	250.70
Haverhill, Mass.	1,150.00
South River, Mass.	8,257.44
Total additions to property account	100,925.04
Deductions from property accounts:	
Fitchburg Railroad, bonds sold	\$57,000.00
Portland & Ogdensburg Railroad, stock sold	146,238.80
St. John Bridge & Railway Ex- press Company, stock sold	12,000.00
Land at:	
Peabody, transferred to con- struction	432.71
East Cambridge, transferred to improvement account, Boston & Lowell Railroad	44,507.47
Barrington	106.35
Andover, Mass.	338.22
Total deductions from property accounts	260,623.55
Net addition to property accounts for the year	\$1,691,595.76

CAPITAL STOCK.	
Capital stock authorized by law, common	\$29,200,425.30
Capital stock authorized by law, preferred	3,149,800.00
Total capital stock authorized by law	<u>\$32,350,225.30</u>
Capital stock authorized by votes of company, common	\$28,856,825.30
Capital stock authorized by votes of company, preferred	3,149,800.00
Total capital stock authorized by vote	<u>\$32,006,625.30</u>
Capital stock issued and outstanding, common	\$24,637,600.00
Capital stock issued and outstanding, preferred	3,149,800.00
Total capital stock outstanding	<u>\$27,787,400.00</u>
Scip convertible into stock	470.70
Total capital stock liability	<u>\$27,787,870.70</u>
Number of shares issued and outstanding, common	246,376
Number of shares issued and outstanding, preferred	31,498
Total number of shares outstanding	<u>277,874</u>
Number of stockholders, common	6,912
Number of stockholders, preferred	743
Total number of stockholders	<u>7,655</u>
Number of stockholders in New Hampshire, common	1,497
Number of stockholders in New Hampshire, preferred	66
Total stockholders in New Hampshire	<u>1,563</u>
Amount of stock held in New Hampshire, common	\$2,308,400.00
Amount of stock held in New Hampshire, preferred	369,100.00
Total stock held in New Hampshire	<u>\$2,677,500.00</u>

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of interest.	Mortgages when due.	Amount.	Interest paid during year.
Land in Charlestown, Mass....	4%	Sept. 1, 1906	\$594,800.00	\$23,792.00
Total .....	.....	.....	\$594,800.00	\$23,792.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during the year.
Boston & Maine Railroad Improvement bonds.....	4%	Feb. 1, 1907	\$500,000.00	\$30,000.00
Boston & Maine Railroad Improvement bonds.....	4%	Feb. 1, 1937	1,919,000.00	76,780.00
Boston & Maine Railroad bonds	4%	Aug. 1, 1942	2,500,000.00	100,040.00
" " " "	4½%	Jan. 1, 1944	6,000,000.00	270,112.50
" " " "	3%	July 1, 1950	5,454,000.00	163,605.00
" " " "	3½%	Nov. 1, 1921	1,000,000.00	35,000.00
" " " "	3½%	Jan. 1, 1923	2,000,000.00	70,455.00
" " " "	3½%	Feb. 2, 1925	500,000.00	17,430.00
Eastern Railroad certificates of indebtedness, U. S. gold ..	6%	Sept. 1, 1906	6,275,000.21	378,480.00
Eastern Railroad certificates of indebtedness, £ sterling ..	6%	"	1,449,243.70	86,953.52
Portsmouth, Great Falls & Conway Railroad bonds.....	4½%	June 1, 1937	1,000,000.00	45,787.50
Portland & Rochester Railroad terminal bonds	4%	Oct. 1, 1907	113,500.00	4,640.00
Central Massachusetts Railr'd bonds.	5%	Oct. 1, 1906	2,000,000.00	100,000.00
Total .....	.....	.....	\$30,710,743.91	\$1,869,283.52

SINKING FUNDS.	
Amount June 30, 1905, for redemption of B. & M. R. R. improvement bonds, sinking fund	\$924,067.89
Amount June 30, 1905, of Eastern R. R. bonds, sinking fund	1,395.89
Total sinking funds June 30, 1905	\$925,463.78
Additions during the year to B. & M. R. R. improvement bonds, sinking fund \$71,040.93	
Additions during the year to Eastern R. R., sinking fund 100,878.84	
	171,919.77
Total, including additions	\$1,097,383.55
Deductions during the year from Eastern R. R., sinking fund	100,694.12
Total sinking funds June 30, 1906	\$996,689.43
INJURY FUND.	
Amount of injury fund June 30, 1905	\$150,000.00
Additions during the year	710,922.46
Total, including additions	\$860,922.46
Deductions during the year	710,922.46
Total injury fund June 30, 1906	150,000.00
CONTINGENT FUND.	
Amount of contingent fund June 30, 1905	\$141,936.65
Additions during the year	268,654.89
Total contingent fund June 30, 1906	\$410,591.54
VOLUME OF TRAFFIC, ETC.	
Passenger traffic:	
Number of passengers carried paying revenue, steam roads	41,348,226
Number of passengers carried paying revenue, electric roads	3,249,179
Number of passengers carried one mile, not including electric street roads	739,950,909
Number of passengers carried one mile per average mile of road operated, not including electric street roads	330,200

Average miles of road operated, steam . . .	2,240.92
Average miles of road operated, electric street roads . . .	45.98
Average length of journey per passenger, not including electric road . . .	17.90
Average amount received from each passenger . . .	\$0.29803
Average amount received per passenger per mile carried, not including electric road . . .	.01769
Passenger earnings (gross) per average mile of road operated	6,662.04
Freight traffic:	
Passenger earnings (gross) per passenger-train mile run, not including electric roads . . .	1.28647
Number tons of freight hauled earning revenue . . .	22,549,467
Number of tons of freight hauled one mile . . .	2,010,500,035
Number of tons of freight hauled one mile per average mile of road operated, not including electric roads	897,176
Average length of haul per ton, miles . . .	89.16
Average amount received for each ton freight . . .	\$1.03570
Average amount received per ton per mile hauled . . . . .	.01162
Freight earnings (gross) per average mile of road operated, not including electric road . . .	\$10,584.00
Freight earnings (gross) per freight-train mile run	2.48932
Operating expenses:	
Operating expenses per average mile of road operated, not including electric road . . .	13,003.35
Operating expenses per revenue-train mile run, not including electric roads	1.38352
Train mileage:	
Miles run by passenger trains, not including electric roads	11,534,018
Miles run by freight trains	9,377,689
Miles run by mixed trains	150,177
Total mileage of trains earning revenue . . .	21,061,884
Miles run by switching trains	8,024,030
Miles run by construction and other trains . . .	1,810,237
Total train mileage	30,896,151
Fares and freights:	
Average rate of fare per mile on single local tickets, not including electric roads . . .	1.743 cents
Average rate of fare per mile on commutation tickets within suburban circuit	1 to 2 "
Average rate of fare per mile on commutation tickets outside suburban circuit	2 to 2.25 "

Average rate of fare per mile on mileage tickets (500 miles)	2.25 cents.
Average rate of fare per mile on mileage tickets (1,000 miles)	2.00 "
Average rate of fare per mile on season tickets	0.717 "
Average rate of fare per mile on joint tickets	1.930 "
Average rate of freight per ton mile on local way-bill	1.875 "
Average rate of freight per ton mile on joint way-bill	0.718 "
Passengers to and from Boston:	
Number of passengers (including season ticket) to Boston	10,685,175
Number of passengers (including season ticket) from Boston	11,107,111
Season-ticket passengers to and from Boston	2,213,564
Employees:	
Average number of persons employed	24,955

Description of Railroads and Branches Owned by

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.
Worcester, Nashua & Rochester..	Main.	Worcester, Mass., to Rochester
Boston & Lowell	"	Boston to Lowell, Mass.
Mystic.....	Branch.	Somerville to Mystic Wharves, Mass.
Lexington	"	Somerville to Lexington, Mass.
Middlesex Central	"	Lexington to Concord, Mass.
Bedford & Billerica	"	Bedford to Billerica, Mass.
Woburn	"	Winchester to North Woburn Junc., Mass.
Stoneham	"	Montvale Junc. to Stoneham, Mass.
Lawrence	"	Wilmington to Wilmington Junc., Mass.
Salem & Lowell	"	Peabody to Tewksbury Junc., Mass.
Lowell & Lawrence	"	Lowell to Lawrence, Mass.
Nashua & Lowell	Main.	Lowell, Mass., to Nashua
Concord & Montreal	"	Nashua to Groveton
Hooksett	Branch.	Hooksett to Bow Junction
Mt. Washington	"	Wing Road to Base Mt. Washington
Nashua, Acton & Boston	"	North Acton, Mass., to Nashua
Manchester & North Weare	"	Manchester to Henniker
Lake Shore	"	Lakeport to Alton Bay
Tilton & Belmont	"	Belmont Junction to Belmont
Whitefield & Jefferson	"	{ Whitefield Junction to Berlin
Profile & Franconia Notch	"	{ Jefferson Meadows to Jefferson
Manchester & Milford	"	Bethlehem Junc. to Bethlehem and Profile
Franklin & Tilton	"	Grasmere Junc. to East Milford [House
New Boston	"	Franklin to Tilton
Concord & Portsmouth	"	Parkers to New Boston
Suncook Valley	"	Portsmouth to Manchester
Suncook Valley Extension	"	Suncook to Pittsfield
Pemigewasset Valley	"	Pittsfield to Center Barnstead
Concord & Manches'r Elec. Br.	"	{ Plymouth to Lincoln
Northern	Main.	{ Campton to Campton Village
Peterborough & Hillsborough.	Branch.	Concord to Manchester and Penacook
Bristol	"	Concord to White River Junction, Vt.
Concord & Claremont	"	Peterborough to Hillsborough Bridge
Connecticut & Passumpsic Riv's.	Main.	{ Concord to Claremont Junction
Massawippi Valley	"	{ Contoocook to Hillsborough Bridge
Stanstead	Branch.	White River Junction, Vt., to Canada Line.
Connecticut River	Main.	Canada Line to Lenoxville, P. Q.
Chicopee Falls	Branch.	Stanstead Junc. to Stanstead, P. Q.
East Hampton	"	Springfield, Mass., to Keene
East Deerfield	"	Chicopee Junc. to Chicopee Falls, Mass.
Danvers	"	Mt. Tom Junc. to Easthampton, Mass.
Newburyport	"	Connect'n with Fitchburg D. in E. Deerfield
Lowell & Andover	"	Wakefield Junction to Danvers, Mass.
Manchester & Lawrence	"	{ Bradford to Newburyport, Mass.
Stony Brook	"	{ Georgetown to Danvers, Mass.
Kennebunk & Kennebunkport	"	Lowell Junction to Lowell, Mass.
Wilton	"	N. H. State Line to Manchester
Peterborough (W. N. & P. Div.)	"	No. Chelmsford to Ayer Junction, Mass.
Manchester & Keene	"	Kennebunk to Kennebunkport, Me.
Fitchburg	Main.	Nashua to Wilton
Fitchburg	"	Wilton to Greenfield
Fitchburg	"	Greenfield to Keene
Fitchburg	"	Boston to Fitchburg, Mass.
Boston	Branch.	Greenfield, Mass., to Rotterdam Jc., N. Y.
Watertown	"	No. Chelmsford to Troy, N. Y.
Marlborough	"	Vermont State Line to Troy, N. Y.
Greenville	"	Ashburnham Jc., Mass., to Bellow Falls, Vt.
		Ice Track in Boston, Mass.
		W. Cambridge to Waltham, Mass.
		So. Acton to Marlborough, Mass.
		Ayer, Mass., to Greenville

Carried forward

Other Companies but Operated by this Company.

Length of line in miles.		Second track.		Third track.		Fourth track.		Side track, etc.		Length com- puted as single track.	
Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
94.48	55.02	18.13						61.29	18.99	173.90	74.01
26.27		26.27						69.74	5.36	122.28	5.36
2.25		.85						33.88		36.98	
8.11		8.11						3.94		20.06	
11.08								8.77		14.85	
7.63								.80		8.43	
6.20		6.20						3.23		15.63	
2.50								1.52		4.02	
3.21								1.90		5.11	
16.80								7.74		24.54	
12.42								6.73		19.15	
14.50	5.25	14.50	5.25					13.08	4.90	42.08	15.40
181.07	181.07	35.27	35.27	1.35	1.35			115.74	115.74	333.43	333.43
7.59	7.59							3.53	3.53	11.12	11.12
20.17	20.17							5.19	5.19	25.36	25.36
20.12	4.98							4.57	2.39	24.69	7.37
24.50	24.50							8.67	8.67	33.17	33.17
17.28	17.28							2.22	2.22	19.50	19.50
4.17	4.17							.65	.65	4.82	4.82
34.06	34.06							14.44	14.44	48.50	48.50
12.84	12.84							1.71	1.71	14.55	14.55
18.54	18.54							1.10	1.10	19.64	19.64
4.96	4.96							3.37	3.37	8.32	8.32
5.19	5.19							.81	.81	6.00	6.00
39.87	39.87							15.59	15.59	55.46	55.46
17.41	17.41							3.75	3.75	21.16	21.16
4.46	4.46							1.24	1.24	5.70	5.70
22.93	22.93							13.20	13.20	36.13	36.13
27.88	27.88							2.34	2.34	30.22	30.22
69.50	69.28							24.11	23.45	93.61	92.71
18.51	18.51							2.04	2.04	20.55	20.55
13.41	13.41							1.09	1.09	14.50	14.50
70.90	70.90							12.46	12.46	83.36	83.36
110.30								42.98		153.28	
31.95								7.05		39.00	
3.51								.96		4.47	
74.00	23.21	36.00		.80				61.05	5.17	171.85	28.38
2.35								1.85		4.20	
3.50								1.39		4.89	
1.04								.16		1.20	
9.26								2.20		11.46	
26.98								5.31		32.29	
8.85		7.28						6.23		22.36	
22.39	22.39							11.26	11.26	33.65	33.65
13.16								6.09		19.25	
4.50								.92		5.42	
15.50	15.50							5.03	5.03	20.53	20.53
10.50	10.50							1.63	1.63	12.13	12.13
29.59	29.59							2.51	2.51	32.10	32.10
49.65		49.65		3.90		2.02		87.35		192.57	
105.25		70.60						95.79		271.64	
40.30								10.66		50.96	
53.85	43.09							25.46	21.36	79.31	64.45
6.66		.49								1.15	
6.63		6.48						4.88		17.99	
12.35								4.02		16.37	
23.64	9.58							4.44	2.01	28.08	11.59
500.51	807.88	279.83	40.52	6.05	1.35	2.02		834.56	313.20	2,622.97	1,189.17

Description of Railroads and Branches Owned by

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.
<i>Brought forward</i>.....	.....	<i>Brought forward</i>
Milford.....	Branch.	Squamacook Junc., Mass. to Milford
Ashburnham.....	"	So. Ashburnham to Ashburnham, Mass.....
Worcester.....	"	Worcester to Winchendon, Mass.....
Peterborough (F. Div.).....	"	Winchendon, Mass., to Peterborough, N.H.
Saratoga and Schuylerville.....	"	{ Saratoga Junc. to Saratoga, N. Y..... }
Vermont & Massachusetts	Main.	{ Schuylerville Jc. to Schuylerville, N. Y... }
Turner Falls	Branch.	Fitchburg to Greenfield, Mass.....
Troy & Bennington.....	"	Turner's Falls Jc., to Turner's Falls, Mass..
Trackage rights		Hoosick Junc., N. Y., to State Line, Vt.....
"		No. Acton to Concord Junc., Mass.....
"		Lenoxville to Sherbrooke, P. Q.....
"		City of Troy, N. Y.....
"		Mechanicsville to Crescent, N. Y.....
Total.....	.....	.....

Other Companies but Operated by this Company.

Length of line in miles.		Second track.		Third track.		Fourth track.		Side track, etc.		Length com- puted as single track.	
Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
500.51	807.88	279.83	40.52	6.05	1.35	2.02	.....	834.56	313.20	2,622.97	1,189.17
21.73	12.17	.....	.....	.....	.....	.....	.....	4.20	2.05	25.93	14.23
2.59	.....	.....	.....	.....	.....	.....	.....	.53	.....	3.11	.....
35.74	.....	.....	.....	.....	.....	.....	.....	14.19	.....	49.93	.....
15.93	13.68	.....	.....	.....	.....	.....	.....	2.24	2.24	18.17	15.92
25.82	.....	.....	.....	.....	.....	.....	.....	4.50	.....	30.32	.....
55.78	.....	55.78	.....	.....	.....	.....	.....	52.07	.....	163.63	.....
2.80	.....	.....	.....	.....	.....	.....	.....	.50	.....	3.89	.....
5.04	.....	.....	.....	.....	.....	.....	.....	1.18	.....	6.22	.....
4.21	.....	.....	.....	.....	.....	.....	.....	.....	.....	4.21	.....
2.95	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.95	.....
2.13	.....	2.13	.....	.....	.....	.....	.....	.....	.....	4.28	.....
.....	.....	6.94	.....	.....	.....	.....	.....	.....	.....	6.94	.....
1,675.23	859.95	344.68	40.52	6.05	1.35	2.02	.....	914.05	317.49	2,942.03	1,219.31

Description of Railroads and Branches

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.
Boston & Maine, Western Division	Main.	Boston, Mass., to Portland, Me.....
Eastern Division	"	"
Southern Division	"	Conway Junc., Me., to Intervale, N. H.....
W. N. & P. Division	"	No. Cambridge to Northampton, Mass.....
Medford	Branch.	Rochester to Portland, Me.....
South Reading	"	Medford Junc. to Medford, Mass.....
Methuen	"	Peabody to Wakefield Junc., Mass.....
West Amesbury	"	Lawrence, Mass., to N. H. State Line.....
Dover & Winnepesaukee	"	Newton Junc., to Merrimack, Mass.....
Somersworth	"	Dover to Alton Bay.....
Orchard Beach	"	Rollinsford to Somersworth.....
Charlestown	"	Old Orchard to Camp Ellis, Me.....
Saugus	"	Freight tracks in Charlestown, Mass.....
Chelsea Beach	"	Everett to West Lynn, Mass.....
Swampscott	"	Revere Junc. to Saugus River Junc., Mass.....
Marblehead	"	Swampscott to Marblehead, Mass.....
Lawrence	"	Salem to Marblehead, Mass.....
Gloucester	"	Salem to North Andover, Mass.....
Essex	"	Beverly to Rockport, Mass.....
Newburyport City	"	Wenham to Essex, Mass..... [Mass
Salisbury	"	Eastern tracks to Newburyport Wharves
Portsmouth & Dover	"	Salisbury to Amesbury, Mass.....
Wolfeborough	"	Portsmouth to Dover.....
Union	"	Sanbornville to Wolfeborough.....
Lowell & Lawrence and Lowell & Andover connection, Low- ell, Mass.	"	Green Street to M. C. R. R., Portland, Me....
Electric street railway	"	Lowell, Mass.....
Total		Portsmouth, Rye, and Northampton.....

Owned by this Company.

Length of line in miles.		Second track.		Third track.		Fourth track.		Side track, etc.		Length com- puted as single track.	
Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
115.31	34.75	81.21	24.83	1.53				115.62	15.61	313.67	75.19
108.29	16.08	57.38	15.93	.73				83.39	9.55	249.79	41.56
73.37	70.45							25.73	17.98	99.10	88.41
95.69								25.16		120.85	
53.86	3.00							23.49	2.47	77.35	5.47
2.00		2.00						1.96		5.96	
8.12								2.16		10.28	
3.75		1.00						15.12		19.87	
4.45	2.32							.62	.20	5.07	2.52
29.00	29.00							7.44	7.44	36.44	36.44
2.75	2.75							1.85	1.85	4.60	4.60
3.27								.36		3.63	
1.09		1.09								2.18	
9.55		9.55						5.35		24.45	
3.34		2.49						.19		6.02	
3.96		.52						1.30		5.78	
3.52								.86		4.38	
19.89		1.64						7.85		29.38	
16.94		8.99						5.10		31.03	
6.00								1.97		7.97	
1.97								1.28		3.25	
3.79								2.44		6.23	
10.88	10.88							3.19	3.19	14.07	14.07
12.03	12.03							1.25	1.25	13.28	13.28
1.12										1.12	
.25		.37								.62	
18.10	18.10							1.15	1.15	19.25	19.25
612.29	199.36	166.24	40.76	2.26				334.38	60.67	1,115.62	300.79

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.									
	Number owned.	Number owned by leased roads.	Total owned and leased.	Number equipped with power driving-wheel brakes.	Maximum weight, pounds.	Average weight, pounds.	Number equipped with power train brakes.	Number equipped with automatic couplers.	Name of coupler used.
Passenger locomotives.....	197	205	402	402	170,400	104,500			
Freight "	188	200	388	388	176,850	128,500			
Switching, etc. "	107	144	251	250	123,600	87,400			
Total.....	492	549	1,041	1,040					
Passenger cars	603	414	1,017				994	936	{ 504 Gould, 442 National, 10 Tower.
Combination cars	102	140	242				242	242	89 Gould, 173 National.
Parlor cars.....	1	8	9				9	9	7 Gould, 2 National.
Baggage, express and mail cars.....	154	155	309				309	300	{ 89 Gould, 184 National, 32 Trojan, 4 Tower.
Other cars in passenger service	47	26	73				73	73	{ 36 Gould, 36 National, 1 Trojan.
Total.....	907	743	1,650				1,627	1,589	
Box cars.....	4,351	4,944	9,295				9,013	9,295	{ 1 Burns, 3,918 Gould, 2 Janney, 2 Nat'l, 372 Trojan.
Flat cars.....	649	2,194	2,843				2,715	2,843	{ 3 Burns, 2,523 Gould, 2 Janney, 1 National, 1 Standard, 213 Trojan.
Stock cars	105	39	144				144	144	{ 142 Gould, 2 Trojan.

Coke cars	163	.....	163	.....	163	163	163 Gould.
Coal cars	2,553	2,229	4,782	.....	3,963	4,264	{ 3,956 Gould, 1 Norton, 267 Trojan, 40 Tower.
Logging trucks		55	55	.....	.....	.....
Refrigerator cars	136	.....	136	.....	136	136	133 Gould, 4 Trojan.
Total	7,957	9,451	17,418	.....	16,134	16,845	
Officers' and pay cars	4	3	7	.....	7	7	3 Gould, 4 National.
Air brake instruction cars	1	1	2	.....	2	2	1 Gould, 1 National.
Derrick cars	32	25	57	.....	44	55	52 Gould, 2 Trojan, 1 Tower.
Caboose cars	216	169	385	.....	371	385	{ 2 Diamond, 379 Gould, 2 Na- tional, 1 Trojan, 1 Tower.
Other cars in company's service, including 2 electric cars	248	98	346	.....	268	340	{ 1 Diamond, 311 Gould, 1 Jan- ney, 11 Nat'l, 16 Trojan.
Total	501	206	797	.....	692	789	
Snowplows	48	49	97	.....	74	45	18 Gould, 2 Trojan, 25 Tow- er.
Electric Snowplows	1	3	4	.....	.....	.....

[illegible]

RAILROAD OWNED.	
Length of main line in New Hampshire	124.28 miles
Total length of main line	446.52 "
Length of branch line in New Hampshire	75.08 "
Total length of branch line	165.77 "
Total length of line owned in New Hampshire	199.36 "
Total length of line owned	612.29 "
Length of second track in New Hampshire	40.76 "
Total length of second track	166.24 "
Total length of third track	2.26 "
Length of side track, etc., in New Hampshire	60.67 "
Total length of side track, etc.	334.83 "
Total length of track owned in New Hampshire	300.79 "
Total length of track owned	1,115.62 "
RAILROAD OPERATED.	
Length of main line in New Hampshire	501.18 miles
Total length of main line	1,353.42 "
Length of branch line in New Hampshire	558.13 "
Total length of branch line	934.10 "
Total length of line operated in New Hampshire	1,059.31 "
Total length of line operated	2,287.52 "
Length of second track in New Hampshire	81.28 "
Total length of second track	510.92 "
Length of third track in New Hampshire	1.35 "
Total length of third track	8.31 "
Total length of fourth track	2.02 "
Length of side track, etc., in New Hampshire	378.16 "
Total length of side track, etc.	1,248.88 "
Total length of track operated in New Hampshire	1,520.10 "
Total length of track operated	4,057.65 "
EQUIPPED FOR ELECTRIC POWER.	
Length of main line	45.98 miles
Length of side track, etc.	3.49 "
Total length of electric track	49.47 miles

RAILROAD CROSSINGS IN NEW HAMPSHIRE.

Crossings with Highways.

Number of crossings of company's railroad with highways at grade	909
Number of highway grade crossings protected by gates	49
Number of highway grade crossings protected by flagmen	79
Number of highway grade crossings protected by electric signals only	14
Number of highway grade crossings unprotected	767
Number of highway bridges 18 feet (or more) above track	43
Number of highway bridges less than 18 feet above track	66
Height of lowest highway bridge above track	14 ft. 11 in.

Crossings with Other Railroads.

Crossings of company's railroad with other railroads at grade	5
Scotts, White Mountain Division with Maine Central Railroad.	
Coös Junction, White Mountain Division with Maine Central Railroad.	
Fabyan, Mt. Washington Branch with Maine Central Railroad.	
Whitefield, Whitefield & Jefferson Branch with Maine Central Railroad.	
Jefferson Junction, Whitefield & Jefferson Branch with Maine Central Railroad.	

RAILROAD BRIDGES IN NEW HAMPSHIRE.

Total length of pile and trestle bridging, 15,164 ft. 1 in.

NEW BRIDGES.

NUMBER AND LOCATION.	Description of bridge replaced.	Description of new bridge.	Length of span and number of tracks.	By whom built.
Eastern Division:				
221, Portsmouth.....	Pile trestle.....	Pile trestle.....	118 ft., 6 in., track.	Boston & Maine Railroad.
Southern Division:				
384, Raymond.....	Wood lattice through.	Wood lattice through.	72 ft., 9 in., "	" "
W. N. & P. Division:				
50, Epping.....	Wood stringer.....	Wood stringer.....	10 ft., 6 in., "	" "
Concord Division:				
68, Danbury.....	Pile trestle.....	Pile trestle.....	23 ft., 7 in., "	" "
83, Grafton.....	".....	".....	46 ft., "	" "
217, Franklin Falls.....	Framed trestle.....	Framed trestle.....	854 ft., 6 in., "	" "
150, Bradford.....	Wood stringer.....	Wood stringer.....	11 ft., "	" "
178, Chandler.....	Wood lattice.....	Wood lattice.....	123 ft., "	" "

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of bridge	Description of work done.
Eastern Division : 306, Cotton Valley....	Wood stringer.....	New timber.
Southern Division : 76, Nashua Junction..	Deck plate girder....	New ties and guards.
Concord Division : 213, Franklin Junc....	Through lattice with pile approaches.....	New pile trestle, W. approach
219, Tilton	Pile trestle.....	New piles and caps.
White Mountains Div : 77, D. Warren.....	Wood stringer.....	New timber.
117, Sugar Hill.....	"	New ties and side stringers.
238, Waumbeck Junc.	"	New timber.
204, Mt. Pleasant Ho.	Pile trestle.....	New ties and guards.
210, Base.....	Framed trestle.....	New timber.
214, Base.....	Wood stringer.....	New stringers.
243, Meadows.....	Pony Howe truss.....	New deck.
250, Bowman	"	"
249, Highland	"	"
262, Gorham	"	"
267, Berlin.....	Wood stringer.....	New timber.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.		Total on all lines operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers..			1	1	1	1	25	57
Employees..	2	5	2	10	4	15	47	98
Others.....			29	9	29	9	128	47
Total....	2	5	32	20	34	25	200	202

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

July 5. Salmon Falls. David Horan, trespasser, struck by engine; skull fractured.

July 7, Glenclyff. Unknown man, trespasser, attempting to board train; run over, killed.

July 7. Canterbury. John F. Kimball, passenger, fell off train; killed.

July 10. Nashua. John J. Sullivan, trespasser, driving over crossing, horse frightened and run into; man fatally injured and horse shot.

July 17. Keene. Unknown man, trespasser, struck and killed.

July 16. Plymouth, unknown man, trespasser, struck and killed by engine.

July 16. Bridgewater. Unknown man, trespasser, struck and killed by engine.

July 11. Hillsborough. E. E. Lewis, brakeman, fell from car and had foot crushed.

August 20. West Lebanon. I. A. Tarbell, brakeman, descending ladder of car, grab iron pulled off, throwing him to the ground, one rib being broken and lung injured.

August 23. Concord. Joseph Tonkin, trespasser, fell from freight car, being injured fatally.

September 6. Rochester. Edwin Nutter, trespasser, intoxicated, found on track where he had been struck and fatally injured.

September 15. Portsmouth. John A. Stott, brakeman, fell from cars and was fatally injured.

September 24. Newfields. John Kelley, trespasser, received fatal injuries while walking track, struck by engine.

September 16. Tilton. Frank Sanders, trespasser, walking tracks, struck and fatally injured by train.

September 22. Epping. Fred Hart, trespasser, found dead on tracks.

October 23. Fitzwilliam. James H. Miller, brakeman, fell from car which passed over his foot, crushing it.

October 25. Epping. Ferdina J. Alicaome (also called Jahiome), trespasser, intoxicated, walking track; run over and killed.

October 24. Plymouth. Dead body of trespasser found on top of train, supposed that he was stealing a ride and was struck by overhead bridge.

November 1. South Banbury. C. C. Stearns, trespasser, driving across track, struck by engine and thrown from team receiving fatal injuries.

November 6. Newbury. John Messer, trespasser, walking track, was struck and killed by engine.

November 8. Keene. Harry J. Dragoon, brakeman, jammed between two cars, breaking two ribs.

November 16. Manchester. Augusta Bereault, trespasser, walking track, struck and arm broken, body hurt by engine.

November 18. Nashua. Isaac W. Pierce, passenger, jumped from moving train, thrown to ground; fractured skull.

November 30. West Swanzy. Unknown man walking track, struck and killed by train. (Trespasser.)

December 4. Woodsville. A. L. Dow, employee, caught between shed and car, breaking collar bone and two ribs.

December 7. H. E. Hardy, at Rochester, brakeman, hanging on car, struck switch target, injured fatally.

December 22. Nashua. H. E. Page, employee, fell off car under wheels; foot crushed.

December 27. Newfields. H. T. McWilliams, employee, heel crushed by fall from car under wheels.

January 1. John W. Jerry (supposedly) at Walpole, trespasser, fell on track and was struck and killed by engine.

January 7. Between West Canaan and Enfield. James Riley, trespasser, drove team across track, intoxicated; struck and killed by engine.

January 10. Allenstown. Ignace Malo, 12 years old, trespasser, fell under car wheels and was fatally crushed.

January 17. Wakefield. Charles Crockett, trespasser, driving across track, struck and fatally hurt by engine.

January 30. Plaistow. Percy Logue and Gretta Miller, trespassers, walking track, struck by train, breaking an arm and a leg of each.

March 10. Manchester. A slight collision. Engineer Messer suffered a broken rib and Conductor Brown was badly shaken up.

March 15. Concord. John Maloney, employee, crossing track; struck and both legs crushed by train.

March 17. West Windham. Collision between freights; H. McLane, fireman, killed; J. W. Tarbell, brakeman, killed; H. Shaw, engineer, head and leg, injured fatally; A. Betters, brakeman, body crushed.

March 21. Mrs. Aulton Elazerian, at Pike, struck and fatally injured by engine while walking track. (Trespasser.)

March 23. South Lancaster. J. S. Dearborn, brakeman, logs rolled on him in car, crushing leg and injuring him internally.

March 27. West Lebanon. Bernard Damien, employee, jammed between engine and building, dislocating hip.

March 30. J. H. White, at Rochester, employee, fell under cars crushing toes.

March 30. Barrington. A Baigle, flagman, fell from car, breaking three ribs.

April 9. Woodsville. Charles Stevens, trespasser, struck and fatally injured by train.

May 2. Conway. Orlande Tyler, trespasser, driving across track, horse stopped; Tyler struck and killed by engine.

May 19. Somersworth. August Norman, trespasser on train, got off while train was moving, fell under car, both hands and one leg severed.

May 26. Londonderry. John Smith, trespasser, lying across rails; struck and killed by train.

May 30. Enfield. Louis Cochran, trespasser, boarding moving train, fell under and was run over; both legs crushed.

May 28. West Concord. Passenger train struck and ran over a cow, body being wedged under tender. While removing it, rear end of train was run into by another train, flagman of first being slow in getting back and engineer of second not seeing flag as soon as he might have seen it had it not been for his attention on another cow that was on track ahead of him, and between him and flagman, and a 10 per cent curve at that place. Equipment of both trains damaged, and several passengers injured.

June 7. Canaan. John Hunter, trespasser, found dead on track; probably struck by engine.

June 14. Claremont. John Boucher, crossing track; struck and fatally injured. (Trespasser.)

June 17. Between Winnisquam and Laconia. Francis Porter found dead on track; struck by train. (Trespasser.)

June 16. Salmon Falls. George Bossey, trespasser, walking track; struck and fatally injured by train.

June 21. Manchester. Miss Bertha Wilson, trespasser, struck while crossing track, right leg crushed and head cut.

June 24. Fitzwilliam. Earl Taylor found dead on track; trespasser.

June 24. Gonic. Unknown man found lying on track, where he had been run over, one leg having been cut off. (Trespasser.)

June 27. Peterborough. David Sapperstring, trespasser, drove team over crossing, was struck by engine, his head being injured.

June 29. Lakeport. Irving Sanborn, trespasser, boarding freight train; fell fatally injuring himself.

PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Lucius Tuttle, Boston, Mass.; second vice-president and general traffic manager, William F. Berry, Boston, Mass.; third vice-president and general manager, Frank Barr, Boston, Mass.; fourth vice-president and general auditor, William J. Hobbs, Boston, Mass.; assistant general auditor, Stuart H. McIntosh, Boston, Mass.; treasurer, Herbert E. Fisher, Boston, Mass.; assistant treasurer, John F. Webster, Concord, N. H.; clerk of corporation, William B. Lawrence, Boston, Mass.; general counsel, Richard Olney, Boston, Mass.; general solicitor, Edgar J. Rich, Boston, Mass.; assistant general manager, Charles E. Lee, Boston, Mass.; general superintendent, Daniel W. Sanborn, Boston, Mass.; general passenger and ticket agent, Dana J. Flanders, Boston, Mass.; freight traffic manager, Michael T. Donovan, Boston, Mass.; export freight traffic manager, Amos S. Crane, Boston, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass.; Samuel C. Lawrence, Medford, Mass.; Richard Olney, Boston, Mass.; Alvah W. Sulloway, Franklin, N. H.; Joseph H. White, Brookline, Mass.; Walter Hunnewell, Wellesley, Mass.; Lewis Cass Ledyard, New York, N. Y.; Henry M. Whitney, Brookline, Mass.; Henry F. Dimock, New York, N. Y.; William Whiting, Holyoke, Mass.; Charles M. Pratt, New York, N. Y.; Alexander Cochrane, Boston, Mass.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
HENRY M. WHITNEY,
ALVAH W. SULLOWAY,
WILLIAM WHITING,
WALTER HUNNEWELL,
JOSEPH H. WHITE,

Directors.

HERBERT E. FISHER,
Treasurer.

FRANK BARR,
Third Vice-President and General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 6, 1906. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, Henry M. Whitney, Alvah W. Sulloway, William Whiting, Walter Hunnewell, and Joseph H. White, directors; Herbert E. Fisher, treasurer, and Frank Barr, third vice-president and general manager of the Boston & Maine Railroad, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

WILLIAM B. LAWRENCE,
Justice of the Peace.

REPORT

OF THE

CONCORD & CLAREMONT, N. H., RAILROAD

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$22,500.00
Interest on funded debt	22,500.00
Net divisible income	nothing
Amount of deficit June 30, 1905	\$35,439.34
Total deficit June 30, 1906	\$35,439.34
GENERAL BALANCE SHEET.	
Cost of road	\$1,131,206.38
Profit and loss balance—deficit	35,439.34
Total	\$1,166,645.72
Capital stock, common	412,400.00
Funded debt	500,000.00
Total current liabilities	\$254,245.72
Total	\$1,166,645.72
CAPITAL STOCK.	
Capital stock authorized by law, common	\$412,400.00
Capital stock authorized by votes of company, common	412,400.00
Capital stock issued and outstanding, common . .	412,400.00
Number of shares issued and outstanding, com- mon	412,400.00

Number of stockholders, common	8
Number of stockholders in New Hampshire, common	6
Amount of stock held in New Hampshire, common	\$402,200.00

PROPER ADDRESS OF THE COMPANY.

CONCORD & CLAREMONT, N. H., RAILROAD,
1023 Old South Building, Boston, Mass.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Alvah W. Sulloway, Franklin, N. H.; treasurer, George U. Crocker, 1023 Old South Building, Boston, Mass.; clerk of corporation, George W. Stone, Andover, N. H.; assistant treasurer, Horace E. Chamberlain, Concord, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Alvah W. Sulloway, Warren F. Daniell, Franklin, N. H.; Charles O. Stearns, Augustus E. Scott, Boston, Mass.; Frank P. Vogl, Claremont, N. H.; William F. Richards, Newport, N. H.; Charles H. Fish, Dover, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

A. W. SULLOWAY,
President and Director.

GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 4, 1906. Then personally appeared the above-named Alvah W. Sulloway and George U. Crocker and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. GLOVER CROCKER, JR.,
Justice of the Peace.

REPORT

OF THE

CONCORD & MONTREAL RAILROAD

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road:	
October 1, 1905	\$130,310.25
January 1, 1906	130,310.25
April 1, 1906	130,310.25
July 1, 1906	130,310.25
	\$521,241.00
Interest received on bonds from Boston & Maine Railroad	286,555.00
	\$807,796.00
Gross income	
Interest on funded debt from Boston & Maine Railroad	286,555.00
	\$521,241.00
Net divisible income	
Dividends declared, 7 per cent on common stock, payable quarterly	521,241.00
	nothing
Surplus for the year ending June 30, 1906	\$212,453.13
Amount of surplus June 30, 1905	
Total surplus June 30, 1906	\$212,453.13
GENERAL BALANCE SHEET.	
Cost of road	\$12,312,668.87
Cost of Concord & Manchester electric branch	474,538.64
Cost of Concord Street Railway branch	460,336.90
	\$13,247,544.41
Total construction	
Stocks and bonds of other corporations	595,342.59
Other permanent property	929,394.75
	\$14,772,281.75

Cash	\$934.77	
Boston & Maine Railroad, Concord Street Railway account	3,626.88	
Boston & Maine Railroad, Manchester & Milford branch	339.18	
Boston & Maine Railroad, lease account	51,864.83	
Due from solvent companies, Pemi-gewasset Valley Railroad	14,045.14	
Total cash and current assets		\$70,810.80
Total		\$14,843,092.55
Capital stock, class 1		\$800,000.00
Capital stock, class 2		540,400.00
Capital stock, class 3		459,600.00
Capital stock, class 4		5,647,600.00
Total capital stock		\$7,447,600.00
Funded debt, mortgage bonds		5,500,500.00
Debenture bonds		1,523,000.00
Current liabilities:		
Loans and notes payable	101,600.00	
Audited vouchers and accounts, B. C. & M. expense account	771.41	
Dividends not called for, old B. C. & M. R. R.	857.00	
Matured interest coupons unpaid, old B. C. & M. R. R.	428.00	
Miscellaneous current liabilities:		
Boston & Maine Railroad advances	16,675.16	
B. & M. R. R., for Concord & Montreal R. R. improvement account	37,419.21	
B. & M. R. R., for Concord & Montreal R. R., electric branch	1,788.64	
Total current liabilities		\$159,539.42
Profit and loss balance—surplus		212,453.13
Total		\$14,843,092.55

PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Expenditures made by the Boston & Maine Railroad for improvements and additions to the property of the Concord & Montreal Railroad, year ended June 30, 1906:	
Land near Campton Village, from A. H. Sawyer, per deed No. 2,489, to Boston & Maine Railroad (P. V. R. R.)	\$55.00
Extension of upper yard, Berlin, N. H.	6,155.80
New engine house, Berlin, N. H., \$12,783.11, less restoration value of old building, \$1,500.00	11,283.11
Side tracks laid during two years ended June 30, 1906, P. V. R. R., \$1,217.22; C. & M. R. R., \$561.26	1,778.48
Total charge to improvement account, Concord & Montreal Railroad	\$19,272.39
Also Manchester & Milford Branch, C. & M. R. R., land damages, bond account	500.45
Concord Electric Branch, C. & M. R. R., land damages, bond account	1,050.00
Concord Street Railway, C. & M. R. R., portable sub-station, stock account	3,790.02
Grand total (account of stock and bonds)	\$24,612.86
CAPITAL STOCK.	
Total capital stock authorized by law	\$8,050,000.00
Total capital stock authorized by vote	7,450,000.00
Total capital stock outstanding	7,447,600.00
Total number of shares outstanding	74,476
Total number of stockholders	2,365
Total stockholders in New Hampshire	1,496
Total stock held in New Hampshire	\$6,197,100.00
RAILROAD OWNED.	
Length of main line, Nashua to Groveton	181.07 miles
Length of branch lines in New Hampshire	182.76 "
Total length of branch lines	197.90 "
Total length of line owned in New Hampshire	363.83 "
Total length of line owned	378.97 "
Length of second track in New Hampshire	34.57 "
Total length of second track	34.57 "
Concord & Manchester Electric Branch (street railway)	27.88 "

Length of side track, etc., in New Hampshire	151.27 miles
Total length of side track, etc.	151.27 "
Total length of track owned in New Hampshire	577.55 "
Total length of track owned	592.69 "

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during the year.
Boston, Concord & Montreal R. R., mortgage		Old.	\$500.00	
Boston, Concord & Montreal R. R., mortgage	6%	1911	500,000.00	\$30,000.00
Concord & Montreal R. R., mortgage	4	1920	5,000,000.00	200,000.00
Concord & Montreal R. R., debentures	4	1920	650,000.00	26,000.00
Concord & Montreal R. R., debentures	3½	1920	400,000.00	14,000.00
Concord & Montreal R. R., debentures	3½	1920	473,000.00	16,555.00
Totals.....			\$7,023,500.00	\$286 555.00

PROPER ADDRESS OF THE COMPANY.

THE CONCORD & MONTREAL RAILROAD,

CONCORD, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Benjamin A. Kimball, Concord, N. H.; treasurer, John T. Webster, Concord, N. H.; clerk of corporation, Frank S. Streeter, Concord, N. H. See Boston & Maine Railroad for other officers.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Benjamin A. Kimball, George M. Kimball, Benjamin E. White, Concord, N. H.; Walter M. Parker, Noah S. Clark, Arthur H. Hale, Frank P. Carpenter, Manchester, N. H.; Charles E. Morrison, Boston, Mass.; Hiram N. Turner, St. Johnsbury, Vt.; Hiram A. Tuttle, Pittsfield, N. H.; William H. Moses, Tilton, N. H.; Sumner Wallace, Rochester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

BENJAMIN A. KIMBALL,
President and Director.

JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. Concord, November 1, 1906. Then personally appeared the above-named Benjamin A. Kimball, president, and John F. Webster, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK P. QUIMBY,
Justice of the Peace.

REPORT

OF THE

CONCORD & PORTSMOUTH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$25,000.00
Interest on bank deposit	147.23
Gross income	\$25,147.23
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$486.66
Printing stationery and advertising	22.00
Total expenses and charges upon income	508.66
Net divisible income	\$24,638.57
Dividends declared, 7 per cent on common stock	24,500.00
Surplus for the year ending June 30, 1906	138.57
Amount of surplus June 30, 1905	4,443.51
Total surplus June 30, 1906	\$4,582.08
GENERAL BALANCE SHEET.	
Cost of road	\$350,000.00
Cash	4,582.08
Total	\$354,582.08
Capital stock, common	\$350,000.00
Profit and loss balance—surplus	4,582.08
Total	\$354,582.08

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$500,000.00
Capital stock authorized by votes of company, common . . .	350,000.00
Capital stock issued and outstanding, common . . .	350,000.00
Number of shares issued and outstanding, common . . .	3,500
Number of stockholders, common . . .	194
Number of stockholders in New Hampshire, common . . .	164
Amount of stock held in New Hampshire, common . . .	\$321,700.00
RAILROAD OWNED.	
Length of main line in New Hampshire . . .	40.50 miles
Total length of main line . . .	40.50 "
Length of branch line in New Hampshire . . .	7.00 "
Total length of branch line . . .	7.00 "
Total length of line owned in New Hampshire . . .	47.50 "
Total length of line owned . . .	47.50 "

PROPER ADDRESS OF THE COMPANY.

CONCORD & PORTSMOUTH RAILROAD,

MANCHESTER, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, William A. Peirce, Portsmouth, N. H.; treasurer, W. Byron Stearns, Manchester, N. H.; clerk of corporation, Wallace Hackett, Portsmouth, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

William A. Peirce, Wallace Hackett, Calvin Page, Portsmouth, N. H.; Walter M. Parker, Manchester, N. H.; Joseph B. Walker, Samuel C. Eastman, Concord, N. H.; Elesha R. Brown, Dover, N. H.

I hereby certify that the statements contained in the foregoing return are full, just, and true.

W. BYRON STEARNS,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. November 3, 1906. Then personally appeared the above-named W. Byron Stearns and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ORRIN B. DODGE,
Justice of the Peace.

REPORT

OF THE

CONNECTICUT RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$373,065.00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$2,000.00
Interest on funded debt	84,065.00
Total expenses and charges upon income .	86,065.00
Net divisible income	\$287,000.00
Dividends declared, 10 per cent on common stock, \$2,630,000.00 . .	\$263,000.00
Dividends declared, 5 per cent on common stock, \$480,000.00 . .	24,000.00
	287,000.00
Surplus for the year ending June 30, 1906 .	nothing
Amount of deficit June 30, 1906	\$193,884.84
Total deficit June 30, 1906	\$193,884.84
GENERAL BALANCE SHEET.	
Cost of road	\$3,617,162.43
Cost of equipment	455,977.66

Lands in:		
Chicopee and Brightwood	\$39,175.00	
Greenfield	75.00	
		\$39,250.00
Stock of:		
Vermont Valley Railroad of 1871	\$1,059,220.00	
Hampden Park	23,987.50	
		1,083,207.50
Total permanent investments		\$5,195,597.59
Cash		\$26,137.17
Due from solvent companies and individuals		159,552.89
Total cash and current assets		185,690.06
Profit and loss balance—deficit		193,884.84
Total		\$5,575,172.49
Capital stock, common		\$3,110,000.00
Funded debt		2,261,700.00
Current liabilities:		
Dividends not called for	\$430.00	
Matured interest coupons unpaid (including coupons due July 1)	22,708.50	
Boston & Maine R. R. Co.	166,701.98	
Total current liabilities		189,840.48
Interest accrued and not yet due		13,333.34
Fund for corporation expense		298.67
Total		\$5,575,172.49
CAPITAL STOCK.		
Capital stock authorized by law, common		\$3,670,000.00
Capital stock authorized by votes of company, common		3,660,000.00
Capital stock issued and outstanding, common		3,110,000.00
Number of shares issued and outstanding, com- mon		31,100
Number of stockholders, common		1,021
Number of stockholders in New Hampshire, com- mon		23
Amount of stock held in New Hampshire, com- mon		101,500

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during the year.
10-year Scrip	4%	Jan. 1, 1903	\$2,700.00	\$86.00
50-year Gold	4%	Sept. 1, 1943	1,000,000.00	40,000.00
20-year Gold	3½%	Jan. 1, 1921	290,000.00	10,150.00
20 year Gold	3½%	Jan. 1, 1923	969,000.00	33,915.00
Total			\$2,261,700.00	\$84,151.00

RAILROAD OWNED.

Total length of main line	74.000
Total length of branch line	5.850
Total length of line owned	79.850
Total length of second track	36.000
Total length of third track . . . . .	.800
Total length of side track, etc.	64.740
Total length of track owned	181.390

PROPER ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,
SPRINGFIELD, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, William Whiting, Holyoke, Mass.; treasurer and clerk of corporation, George R. Yerrall, Springfield, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

William Whiting, Holyoke, Mass.; Oscar Edwards, Northampton, Mass.; James H. Williams, Bellows Falls, Vt.; John H. Albin, Concord, N. H.; Edmund P. Kendrick, Springfield, Mass.; Seth M. Richards, Newport, N. H.; Lucius Tuttle, Boston, Mass.; William W. McCleuch, Springfield, Mass.; George B. Holbrook, Springfield, Mass.; Joseph W. Stevens, Greenfield, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

WILLIAM WHITING,
EDMUND P. KENDRICK,
JOSEPH W. STEVENS,
OSCAR EDWARDS,
JAMES H. WILLIAMS,
WILLIAM W. McCLEUCH,
Directors.

GEORGE R. YERRALL,
Treasurer.

STATE OF MASSACHUSETTS.

HAMPDEN, ss. September 1, 1906. Then personally appeared the above-named William Whiting, Joseph W. Stevens, Oscar Edwards, Edmund P. Kendrick, William W. McCleuch, and George R. Yerrall and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true,

Before me,

STUART M. ROBSON,
Notary Public.

STATE OF VERMONT.

WINDHAM, ss. September 3, 1906. Then personally appeared the within named James H. Williams and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

ZINA H. ALLBEE,
Notary Public.

REPORT

OF THE

FITCHBURG RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$1,790,995.00
Interest on bank deposit	279.30
Gross income	<u>\$1,791,274.30</u>
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$7,374.99
Interest on funded debt	915,995.00
Rentals paid by B. & M. R. R. account Fitchburg R. R.:	
To Vermont & Massachusetts Railroad	221,600.00
To Troy & Bennington R. R.	15,400.00
Total expenses and charges upon income	<u>923,369.99</u>
Net divisible income	\$867,904.31
Dividends declared, 5 per cent on preferred stock	<u>868,000.00</u>
Deficit for the year ending June 30, 1906	\$95.69
Amount of surplus June 30, 1906	<u>730,057.92</u>
Total	<u>\$729,962.23</u>
Credits to profit and loss account during the year:	
From contingent fund	\$95.69

Debits to profit and loss account during the year:		
Windsor & Co. stock, \$1,450; J. P. Squire Co. stock, \$13,815.97; net disbursement account business prior to July 1, 1900, \$1,965.28	\$17,231.25	
Net amount debited to profit and loss		\$17,135.56
Total surplus June 30, 1906		\$712,826.67
<hr/>		
GENERAL BALANCE SHEET.		
Cost of road		\$40,269,925.64
Cost of equipment		3,828,354.47
Stock of Fitchburg Railroad Company, common		305,907.62
Improvements		2,246,591.98
Total permanent investments		\$46,650,779.71
Cash	\$5,276.27	
Bills receivable, rental accrued not due	278,741.21	
Due from solvent companies and individuals	60,805.00	
Total cash and current assets		344,822.48
Other assets and property:		
Boston & Maine Railroad, lessee		936,034.06
Total		\$47,931,636.25
Capital stock, common		\$7,000,000.00
Capital stock, preferred		17,360,000.00
Total capital stock		\$24,360,000.00
Funded debt		22,167,000.00
Current liabilities:		
Audited vouchers and accounts	\$33,709.36	
Dividends not called for	1,037.50	
Matured interest coupons unpaid (including coupons due July 1)	63,967.50	
Boston & Maine Railroad lease improvement	33,258.80	
Total current liabilities		131,973.16

Accrued liabilities:		
Interest accrued and not yet due	\$219,926.21	
Rentals accrued and not yet due	58,815.00	
Boston, Barre & Gardner Railroad stockholders	130.00	
Total accrued liabilities		\$278,871.21
Sinking and other special funds:		
Premium on bonds sold	\$279,920.98	
Contingent	1,044.23	
Total sinking and other special funds		280,965.21
Profit and loss balance—Surplus		712,826.67
Total		\$47,931,636.25
<hr/>		
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
Additions to construction account:		
Grading and masonry	\$1,161.82	
Bridging	4,788.75	
Superstructure, including rails .	2,527.18	
Lands, land damages, and fences	1,500.00	
Passenger and freight stations, woodsheds, and water stations	22,233.33	
Improvements	5,841.42	
Sidings and yard extensions . .	14,325.15	
Improvements in process . . .	30,988.17	
Total additions to construction account . .		\$83,365.82
Deductions from property account:		
J. P. Squire & Co. stock	\$16,065.08	
Windsor Co. stock	1,450.00	
Total deductions from property account . .		17,515.08
Net addition to property account for the year		\$65,850.74
<hr/>		
CAPITAL STOCK.		
Capital stock authorized by law, common . .	\$7,000,000.00	
Capital stock authorized by law, preferred . .	17,360,000.00	
Total capital stock authorized by law . . .	\$24,360,000.00	

Capital stock authorized by votes of company, common	\$7,000,000.00
Capital stock authorized by votes of company, preferred	17,360,000.00
Total capital stock authorized by vote	<u>\$24,360,000.00</u>
Capital stock issued and outstanding, common	\$7,000,000.00
Capital stock issued and outstanding, preferred	17,360,000.00
Total capital stock outstanding	<u>\$24,360,000.00</u>
Number of shares issued and outstanding, common	70,000
Number of shares issued and outstanding, preferred	173,600
Total number of shares outstanding	<u>243,600</u>
Number of stockholders, common	2
Number of stockholders, preferred	6,069
Total number of stockholders	<u>6,071</u>
Number of stockholders in New Hampshire, preferred	681
Amount of stock held in New Hampshire, preferred	775,000

RAILROAD OWNED.

Length of main line in New Hampshire	43.09 miles
Total length of main line	249.05 "
Length of branch line in New Hampshire	35.43 "
Total length of branch line	145.09 "
Total length of line owned in New Hampshire	78.52 "
Total length of line owned	394.14 "
Total length of second track	127.22 "
Total length of third track	3.90 "
Total length of fourth track	2.02 "
Length of side track, etc., in New Hampshire	27.66 "
Total length of side track, etc.	258.25 "
Total length of track owned in New Hampshire	106.18 "
Total length of track owned	785.53 "

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during year.
Fitchburg Railroad.....	4	June 1, 1905	.....	\$380.00
“ “	4	Feb. 1, 1937	\$5,000,000.00	200,000.00
“ “	4	April 1, 1907	1,500,000.00	60,660.00
“ “	5	May 1, 1908	2,000,000.00	99,425.00
“ “	4	June 1, 1920	500,000.00	19,740.00
“ “	4½	May 1, 1914	500,000.00	22,500.00
“ “	4	Mar. 1, 1915	1,350,000.00	54,120.00
“ “	4	July 1, 1916	500,000.00	19,960.00
“ “	4	Mar. 1, 1927	2,750,000.00	109,700.00
“ “	4	Jan. 1, 1928	1,450,000.00	58,120.00
“ “	3½	Oct. 1, 1920	500,000.00	17,517.50
“ “	3½	Oct. 1, 1921	1,775,000.00	62,107.50
“ “	4	May 1, 1925	3,660,000.00	146,400.00
Troy & Boston, 1st mort.....	7	July 1, 1924	573,000.00	40,215.00
Brookline & Pepperell.....	5	Dec. 1, 1911	100,000.00	4,850.00
Total.....			\$22,167,000.00	\$915,675.00

PROPER ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Moses Williams, Boston, Mass.; treasurer, Daniel A. Gleason, Boston, Mass.; clerk of corporation, Paul Crocker, Boston, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Gordon Abbott, Manchester, Mass.; Charles T. Crocker, Fitchburg, Mass.; William H. Hollister, New York, N. Y.; William E. Rice, Worcester, Mass.; Joseph B. Russell, Cambridge, Mass.; Francis Smith, Rockland, Me.; Frederic J. Stinson, Dedham, Mass.; George R. Wallace, Fitchburg, Mass.; Charles E. Ware, Fitchburg, Mass.; Moses Williams, Brookline, Mass.; Robert Winsor, Boston, Mass.; Brigham N. Bullock, Fitchburg, Mass., died February 20, 1906; Charles Lowell, Boston, Mass., died May 24, 1906.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

MOSES WILLIAMS,
C. T. CROCKER,
CHARLES E. WARE,
GEORGE R. WALLACE,
ROBERT WINSOR,
GORDON ABBOTT,
JOSEPH B. RUSSELL,
Directors.
DAN A. GLEASON,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. August 27, 1906. Then personally appeared the above-named C. T. Crocker, Charles E. Ware, George R. Wallace, and on August 29, Moses Williams, Robert Winsor, Gordon Abbott, Joseph B. Russell and Dan A. Gleason and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true,

Before me,

GEORGE O. FOSTER,
Justice of the Peace.

REPORT

OF THE

FRANKLIN & TILTON RAILROAD

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL BALANCE SHEET.	
Cost of road	\$265,405.85
Capital stock, common	\$250,000.00
Due Boston & Maine Railroad account, expenditures for improvement at Franklin Falls	15,405.85
Total	\$265,405.85
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Additions to construction account:	
Passenger and freight stations, woodsheds, and water stations	\$908.93
CAPITAL STOCK.	
Capital stock authorized by law, common	\$300,000.00
Capital stock authorized by votes of company, common	275,000.00
Capital stock issued and outstanding, common	250,000.00
Number of shares issued and outstanding, common	2,500
Number of stockholders, common	2
Number of stockholders in New Hampshire, common	2
Amount of stock held in New Hampshire, common	\$250,000.00

RAILROAD OWNED.	
Total length of line owned	5 miles

GENERAL REMARKS AND EXPLANATIONS.

The Franklin & Tilton Railroad was leased to the Concord & Montreal Railroad October 8, 1895, for the term of ninety-one years from April 1, 1895, at the nominal sum of \$1.00 annually, with such additional sums as may be necessary to keep up the organization of the lessor. On the same date this lease was assigned to the Boston & Maine Railroad, which corporation now operates the Franklin & Tilton Railroad under said lease, and all information concerning the operation of said lessor railroad will be found embodied in the report of the Boston & Maine Railroad.

PROPER ADDRESS OF THE COMPANY.

FRANKLIN & TILTON RAILROAD,

FRANKLIN, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Benjamin A. Kimball, Concord, N. H.; treasurer, Frank Proctor, Franklin, N. H.; clerk of corporation, Edward G. Leach, Franklin, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Benjamin A. Kimball, *Samuel S. Kimball, Concord, N. H.; Alvah W. Sulloway, Franklin, N. H.; *Frank Jones, Portsmouth, N. H.; Horace E. Chamberlin, Concord, N. H.; Alfred E. Tilton, Tilton, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

BENJAMIN A. KIMBALL,
Director.

FRANK PROCTOR,
Treasurer.

*Deceased.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. September 12, 1906. Then personally appeared the above-named Benjamin A. Kimball, Alvah W. Sulloway and Frank Proctor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD G. LEACH,
Justice of the Peace.

REPORT

OF THE

MAINE CENTRAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$7,794,745.49
Operating expenses	6,033,086.10
Net earnings from operation	\$1,761,659.39
Dividends received on stocks owned:	
Boston & Maine Railroad	\$329.00
The Portland & Ogdensburg Rail- way	11,868.40
Bridgton & Saco River Railroad	200.00
St. John Bridge & Railway Ex- tension Company	170.00
Interest received on bonds owned:	
Maine Central Railroad, 7 per cent	2,559.86
Knox & Lincoln Railway, 5 per cent	1,632.64
Maine Shore Line Railroad, 6 per cent	300.00
Upper Coös Railroad, 4½ per cent	5,310.00
Washington County Railway, 3½ per cent	15,577.43
Maine Central Railroad and Eu- ropean & North American Railway, 4 per cent	148.33

Miscellaneous income, less expense of collecting:	
Rent of real estate	\$13,511.16
Interest and discount	46,726.42
Total income from sources other than operation	\$98,333.24
Gross income above operating expenses	\$1,859,992.63
Charges upon income accrued during the year:	
Interest on funded debt	617,960.00
Taxes	272,820.16
Rentals of leased roads:	
European & North American Railway	\$165,500.00
Belfast & Moosehead Lake Railroad	36,000.00
Dexter & Newport Railroad	13,350.00
Eastern Maine Railway	9,500.00
Portland & Ogdensburg Railway	182,300.76
Dexter & Piscataquis Railroad	13,350.00
Upper Coös Railroad	66,685.00
Hereford Railway	64,500.00
	551,185.76
Sinking funds	13,440.00
Total charges and deductions from income	\$1,455,405.92
Net divisible income	\$404,586.71
Dividends declared during the year payable on—	
October 2, 1905 (No. 74), 1¾ per cent on \$4,976,700, common	\$87,092.25
January 1, 1906 (No. 75), 1¾ per cent on \$4,976,700, common	87,092.25
April 2, 1906 (No. 76), 1¾ per cent on \$4,976,700, common	87,092.25
July 2, 1906 (No. 77), 1¾ per cent on \$4,976,700, common	87,092.25
Total dividends declared	348,369.00
Surplus for the year ending June 30, 1906	\$56,217.71
Amount of surplus June 30, 1905	1,178,328.41
Total	\$1,234,546.12
Debits to profit and loss account during year:	
Amount transferred to contingent fund	\$56,217.71
Miscellaneous items	1,335.58
Net amount debited to profit and loss	57,553.29
Total surplus June 30, 1906	\$1,176,992.83

EARNINGS FROM OPERATION.	
Gross receipts from passengers	\$2,585,835.12
Deductions:	
Tickets redeemed \$4,571.83	
Excess fares refunded 7,627.28	
Other payments 840.06	
Total deductions	13,039.17
Net revenue from passengers	\$2,572,795.95
From mails \$226,981.17	
From express 142,642.26	
From extra baggage and storage 46,233.41	
Miscellaneous 13,726.09	
Total earnings, passenger service	\$3,002,378.88
Freight service:	
Gross receipts from freight	\$4,651,304.12
Overcharge to shippers	20,335.88
Net revenue from freight	\$4,630,968.24
Other earnings, freight service:	
Miscellaneous	48,805.33
Total earnings, freight service	\$4,679,773.57
Total passenger and freight earnings	\$7,682,152.45
Other earnings from operation:	
Rental from tracks, yards, and terminals \$27,800.00	
Rental from other property 7,749.59	
Steamboat earnings 67,462.75	
Wharfage and peerage 9,580.70	
Total other earnings	112,593.04
Gross earnings from operation	\$7,794,745.49
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers	\$53,400.24
Salaries of clerks and attendants	59,981.40
General office expenses and supplies	27,843.61
Insurance	66,860.20

Law expenses	\$23,247.32
Stationery and printing (general offices)	7,753.83
Other general expenses	7,987.59
Total	<u>\$247,074.19</u>
Maintenance of way and structures:	
Repairs of roadway	\$803,368.88
Renewals of rails	79,440.75
Renewals of ties	132,478.44
Repairs and renewals of bridges and culverts	53,572.65
Repairs and renewals of fences, road crossings, signs and cattle guards	25,692.73
Repairs and renewals of buildings and fixtures	257,936.97
Repairs and renewals of docks and wharves	229,516.22
Repairs and renewals of telegraph	172.40
Stationery and printing	1,228.98
Total	<u>\$1,583,408.02</u>
Maintenance of equipment:	
Superintendence	\$27,986.36
Repairs and renewals of locomotives	630,380.09
Repairs and renewals of passenger cars	237,443.91
Repairs and renewals of freight cars	510,854.02
Repairs and renewals of work cars	39,873.83
Repairs and renewals of marine equipment	58,193.26
Repairs and renewals of shop machinery and tools	26,230.31
Stationery and printing	2,592.29
Other expenses of maintaining equipment	1,887.20
Total	<u>\$1,535,441.27</u>
Conducting transportation:	
Superintendence	\$58,538.14
Engine and roundhouse men	423,302.85
Fuel for locomotives	742,914.09
Water supply for locomotives	27,375.23
Oil, tallow, and waste for locomotives	12,687.89
Other supplies for locomotives	5,989.10
Train service	307,413.31
Train supplies and expenses	69,899.28
Switchmen, flagmen, and watchmen	192,294.87
Telegraph expenses	73,427.16
Station service	309,167.90
Station supplies	58,267.06
Car mileage—balance	87,028.94
Loss and damage	38,669.18
Injuries to persons	112,734.87
Clearing wrecks	7,956.86

Operating marine equipment	\$62,407.82
Advertising	20,120.44
Outside agencies	1,642.30
Commissions	4,034.63
Rentals for tracks, yards, and terminals	7,500.00
Rentals of buildings and other property	9,749.99
Stationery and printing	34,040.71
Total	\$2,667,162.62
Recapitulation:	
General expenses	\$247,074.19
Maintenance of way and structures	1,583,408.02
Maintenance of equipment	1,535,441.27
Conducting transportation	2,667,162.62
Total operating expenses	\$6,033,086.10
Percentage of operating expenses to gross earnings	77.399

GENERAL BALANCE SHEET.

Cost of road	\$14,562,748.85
Cost of equipment	2,617,687.93
Stock of:	
Boston & Maine Railroad	\$8,225.00
Portland & Ogdensburg Railway	296,710.00
Bridgton & Saco River Railroad	5,000.00
Portland Union Ry. Station Co.	25,000.00
Miscellaneous	4.00
	334,939.00
Bonds of:	
Maine Central R. R. Consols	\$55,724.75
Knox & Lincoln Railroad	50,126.00
Maine Shore Line Railroad	6,463.00
Upper Coös Railroad	132,278.00
Washington County Railway	522,743.75
Maine Central Railroad and European & North American Railway	5,350.00
	772,685.50
Total permanent investments	\$18,288,061.28
Cash	\$432,756.34
Bills receivable	901,818.50
Due from agents	156,252.63
Traffic balances due from other companies (net)	197,235.33
Due from solvent companies and individuals	145,393.55
Sinking and other special funds	389,006.24
Total cash and current assets	2,222,462.59

Materials and supplies		\$1,001,711.42
Insurance paid, not accrued		50,516.76
Total		<u>\$21,562,752.05</u>
Capital stock, common		\$4,988,000.00
Funded debt		11,892,192.00
Current liabilities:		
Audited vouchers and accounts	\$476,942.86	
Salaries and wages	126,466.64	
Dividends not called for	9,802.29	
Matured interest coupons unpaid (including coupons due July 1)	34,645.00	
Rentals due and unpaid (including rentals due July 1)	29,975.00	
Dividend No. 77, due July 1, 1906	87,092.25	
Total current liabilities		764,924.04
Accrued liabilities:		
Interest accrued and not yet due	\$155,042.49	
Taxes accrued and not yet due	149,686.76	
Rentals accrued and not yet due	85,280.91	
Total accrued liabilities		390,010.16
Sundry lease accounts		104,933.75
*Sinking and other special funds:		
Equipment fund	\$293,003.00	
Improvement fund	726,603.09	
Injury fund	175,000.00	
Sinking funds	389,006.24	
Contingent funds	489,052.37	
Sundry accounts	173,034.57	
Total sinking and other special funds		2,245,699.27
Profit and loss balance—surplus		1,176,992.83
Total		<u>\$21,562,752.05</u>
CAPITAL STOCK.		
Capital stock authorized by law, common		\$12,000,000.00
Capital stock authorized by votes of company, common		4,988,000.00
Capital stock issued and outstanding, common		4,976,100.00
*Portland & Kennebec scrip		600.00
*Maine Central scrip		300.00
*Androscoggin & Kennebec stock bonds		11,000.00
Total capital stock liability		<u>\$4,988,000.00</u>

* Exchangeable for Maine Central Stock upon presentation.

Number shares issued and outstanding, common	49,761
Number of stockholders, common	767
Number of stockholders in New Hampshire, common	61
Amount of stock held in New Hampshire, common	\$179,400.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstanding	Interest paid during the year.
Maine Central Consolidated.	7%	Apr. 1, 1912	\$3,924,000.00	\$279,251.00
" " "	5%	" "	269,500.00	13,655.00
" " "	4½%	" "	1,525,000.00	68,715.00
" " "	4%	" "	3,265,500.00	131,260.00
" " Collat. Trust.	5%	June 1, 1923	669,000.00	33,175.00
Maine Shore Line Railroad ...	6%	" "	81,000.00	4,710.00
Penobscot Shore Line R. R....	4%	Aug. 1, 1920	1,300,000.00	52,186.00
Knox & Lincoln Railway.....	5%	Feb. 1, 1921	400,000.00	19,675.00
Maine Central, Imp. "A".....	4½%	July 1, 1916	200,000.00	20,407.50
" " " "B".....	4½%	July 1, 1917	250,000.00	
Maine Central Int. Scrip, Exchangeable for Maine Central Consols on presentation			8,192.00	
Total.....			\$11,892,192.00	\$623,028.50

SINKING FUNDS.*	
Amount June 30, 1905, of various sinking funds	\$360,793.73
Additions during the year to various sinking funds	28,463.11
Total, including additions	\$389,256.84
Deductions during the year from various sinking funds	250.60
Total sinking funds June 30, 1906	\$389,006.24

*For full detail of various sinking funds, see Forty-fifth Annual Report of the Maine Central Railroad Company.

EQUIPMENT FUND.	
Amount of equipment fund June 30, 1905	\$336,260.00
Additions during the year	788,399.39
Total, including additions	\$1,124,659.39
Deductions during the year	831,656.39
Total equipment fund June 30, 1906	\$293,003.00
INJURY FUND.	
Amount of injury fund June 30, 1905	\$125,000.00
Additions during the year	50,000.00
Total injury fund June 30, 1906	\$175,000.00
IMPROVEMENT FUND.	
Amount of improvement fund June 30, 1905	\$470,107.92
Additions during the year	434,554.33
Total, including additions	\$904,662.25
Deductions during the year:	
Sundry improvements	178,059.16
Total improvement fund June 30, 1906	\$726,603.09
VOLUME OF TRAFFIC, ETC.	
Passenger traffic:	
Number of passengers carried paying revenue	3,585,158
Number of passengers carried one mile	128,306,840
Number of passengers carried one mile per	
mile of road operated	157,252
Average length of journey per passenger, miles	35.79
Average amount received from each passenger	\$0.71762
Average amount received per passenger per	
mile carried . . . . .	.02005
Passenger earnings (gross) per mile of road	
operated	3,679.70
Passenger earnings (gross) per passenger-	
train mile run	1.36653
Freight traffic:	
Number tons of freight hauled earning revenue	5,114,891
Number of tons of freight hauled one mile	448,482,922

Number of tons of freight hauled one mile per mile of road operated	549,659
Average length of haul per ton, miles	87.68
Average amount received for each ton freight hauled	\$0.90539
Average amount received per ton per mile hauled . . . . .	.01033
Freight earnings (gross) per mile of road operated	5,735.51
Freight earnings (gross) per freight-train mile run	2.95048
Operating expenses:	
Operating expenses per mile of road operated	\$7,394.12
Operating expenses per revenue-train mile run	1.63188
Train mileage:	
Miles run by passenger trains	2,110,918
Miles run by freight trains	1,499,971
Miles run by mixed trains	86,134
Total mileage of trains earning revenue	3,697,023
Miles run by construction and other trains	197,828
Total train mileage	3,894,851
Fares and freights:	
Average rate of fare per mile, all tickets . . . . .	.02005
Average rate of freight per ton mile, all freight . . . . .	.01033
Average number of persons employed	3,906
RAILROAD OWNED.	
Length of main line	393.10 miles
Length of branch line	2.51 "
Total length of line owned	395.61 miles
Length of second track	38.11 "
Length of side track, etc.	165.52 "
Total length of track owned	599.24 miles
RAILROAD OPERATED.	
Length of main line in New Hampshire	100.13 miles
Total length of main line	807.38 "
Total length of branch line	8.55 "
Total length of line operated in New Hampshire	100.13 "
Total length of line operated	815.93 "
Total length of second track	45.37 "
Length of side track, etc., in New Hampshire	26.07 "
Total length of side track, etc.	288.13 "
Total length of track operated in New Hampshire	126.20 "
Total length of track operated	1,149.43 "

DESCRIPTION OF RAILROADS AND BRANCHES OWNED BY THIS COMPANY.

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Terminal of Main or Branch Line.	Length of line in miles.		Second track.		Side track, etc.		Length com- puted as single track.	
			Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
Maine Central Railroad Co.	Main.	Portland to Bangor, Me.	186.60	.....	37.37	.....	90.21	.....	204.18	.....
"	"	Brunswick to Bath, "	8.90	.....	.....	.....	6.37	.....	14.27	.....
"	"	Woolwich to Rockland, Me.	47.13	.....	.....	.....	11.03	.....	58.16	.....
"	"	Cumberland Junction to Skowhegan, Me.	91.20	.....	.....	.....	33.32	.....	124.52	.....
"	"	Brunswick to Farmington, Me.	62.60	.....	.....	.....	17.48	.....	80.08	.....
"	"	Crowley's to Lewiston, Me.	4.80	.....	.....	.....	2.33	.....	7.13	.....
"	"	Brewer Junction to Mt. Desert Ferry, Me.	41.13	.....	.....	.....	5.02	.....	46.15	.....
"	"	Portland Union Station to Thompson's Point, Me.	74	.....	.74	.....	.....	.....	1.48	.....
"	Branch	Rockland to Rockland Wharf.	1.36	.....	.....	.....	.25	.....	1.61	.....
"	"	Gardiner Junction to Copscook Mills, Me.	1.1550	1.65
Total		Total	385.61	38.11	165.82	595.24

MAINE CENTRAL.

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DESCRIPTION OF RAILROADS AND BRANCHES OWNED BY OTHER COMPANIES BUT OPERATED BY THIS COMPANY.

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Length of line in miles.		Second track.		Side track, etc.		Length com- puted as single track.	
		Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
Belfast & Mooshead Lake.	Main.	33.13	..	..	..	4.03	..	37.16	..
Dexter & Newport.	"	14.23	..	..	..	2.09	..	16.32	..
Dexter & Piscataquis.	"	16.54	..	..	..	4.18	..	20.72	..
European & No. American.	Branch	114.30	..	3.80	..	49.05	..	167.15	..
"	"	3.01	..	..	..	1.03	..	4.04	..
"	"	3.03	..	..	..	1.27	..	4.30	..
Eastern Maine.	Main.	18.80	..	3.46	..	37.64	..	22.06	..
Portland & Ogdensburg.	"	169.10	57.98	..	..	17.47	..	186.20	75.45
Upper Coos.	"	55.33	41.48	..	..	11.40	8.49	66.73	49.97
Hereford.	"	52.85	.67	..	..	8.66	.11	61.51	.78
Total.		420.82	100.13	7.26	..	122.61	26.07	530.19	126.20

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number owned.	Number leased.	Total owned and leased.	Number equipped with power driving wheel brakes.	Maximum weight, pounds.	Average weight, pounds.	Number equipped with power train brakes.	Number equipped with automatic couplers.
Passenger locomotives	127	46	67	67	.....	.....	.....	.....
Freight "			74	74	.....	.....	.....	.....
Switching, etc. "			32	32	.....	.....	.....	.....
Total	127	46	173	173	.....	.....	.....	.....
Passenger cars	134	57	171	.....	.....	.....	171	171
Combination cars			20	.....	.....	.....	20	20
Dining cars			1	.....	.....	.....	1	1
Baggage express and mail cars			80	.....	.....	.....	80	80
Other cars in passenger service			2	.....	.....	.....	2	2
Total	136	78	274	.....	.....	.....	274	274

Box cars.....	2,365	579	2,944	.....	.....	2,839	2,944
Flat cars.....	1,235	731	1,966	.....	.....	1,966	1,966
Stock cars.....	71	32	103	.....	.....	103	103
Coal cars.....	733	.....	733	.....	.....	733	733
Refrigerator cars.....	22	5	27	.....	.....	27	27
Total	4,426	1,347	5,773	.....	.....	5,698	5,773
Officers' and pay cars	2	.....	2	.....	.....	2	2
Gravel cars	38	20	58	.....	.....	.....	.....
Derrick cars	17	2	19	.....	.....	10	18
Caboose cars.....	58	16	74	.....	.....	74	74
Other cars in company's service.....	344	25	369	.....	.....	272	363
Total.....	459	63	522	.....	.....	358	467

Number of 8-wheel cars in passenger service with brakes for all wheels, 273
 Number of 12-wheel cars in passenger service with brakes for all wheels, 1.

RAILROAD CROSSINGS IN NEW HAMPSHIRE.

Crossings with Highways.

Number of crossings of company's railroad with highways at grade	63
Number of highway grade crossings protected by flagmen, summer	6
Number of highway grade crossings protected by flagmen, winter	3
Number of highway grade crossings unprotected, summer	57
Number of highway grade crossings unprotected, winter	60
Number of highway bridges 18 feet (or more) above track	1
Height of lowest highway bridge above track	20 ft. 8 in.

Crossings with Other Railroads.

Crossings of company's railroad with other railroads at grade.	6
The Boston & Maine Railroad at Fabyans, Whitefield, Scotts, Jefferson Junction, and Coös Junction.	
The Grand Trunk Railway at North Stratford.	

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of bridge.	Description of work done.
North Conway.....	Steel deck plate girder.....	New ties and guard rails.
John's River, Lancaster	Iron deck plate girder.	" " "
Connecticut River, near Lancaster.....	Through lattice steel..	New protection pier.
Connecticut Riv., Stratford.....	" "	" "

Total length of pile and trestle bridging, in feet, 1,003.

NEW BRIDGES BUILT DURING THE YEAR.

NUMBER AND LOCATION.	Description of bridge replaced.	Description of new bridge.	Length of span and number of tracks.	By whom built.
Wiley Brook	Iron riveted, deck truss.	Steel riveted, deck truss.	Two spans, single track, 147 feet, 7½ inches, 118 feet, 2¼ inches.	Boston Bridge Works.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....		1		2	1	52
Employees.....		4		2	9	158
All others.....				2	11	31
Total.....		5		6	21	241

STATEMENT OF EACH ACCIDENT.

Passenger slightly bruised by falling parcel rack.
 Passenger slightly bruised by boarding moving train.
 Passenger injured leg, boarding moving train.
 Fireman had face burned by steam and oil from lubricator.
 Brakeman jammed fingers in uncoupling cars.
 Brakeman jammed while coupling cars.
 Baggage man jammed hand in handling trunks.
 Laborer fell over embankment while unloading ashes.
 Bridge foreman fell on ice and broke his arm.
 Man struck on highway crossing; leg cut off.
 Man standing too near track struck and slightly injured.

PROPER ADDRESS OF THE COMPANY.

MAINE CENTRAL RAILROAD COMPANY,

PORTLAND, ME.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Lucius Tuttle, Portland, Me.; vice-president and
 general manager, George F. Evans, Portland, Me.; treasurer,
 George W. York, Portland, Me.; clerk of corporation, Henry B.
 Cleaves, Portland, Me.; comptroller and general auditor, George
 S. Hobbs, Portland, Me.; general passenger and ticket agent,
 Frederic E. Boothby, Portland, Me.; general superintendent,
 Morris McDonald, Portland, Me.; superintendent Mountain di-
 vision, George F. Black, Portland, Me.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass.; Franklin A. Wilson, Bangor, Me.; Samuel C. Lawrence, Medford, Mass.; Lewis Cass Ledyard, New York City; Henry M. Whitney, Brookline, Mass.; John Ware, Waterville, Me.; William P. Frye, Lewiston, Me.; George F. Evans, Portland, Me.; Joseph W. Symonds, Portland, Me.; Edward P. Ricker, South Poland, Me.; George Varney, Bangor, Me.; Alvah W. Sulloway, Franklin, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

LUCIUS TUTTLE,
SAMUEL C. LAWRENCE,
WILLIAM P. FRYE,
EDWARD P. RICKER,
JOHN WARE,
JOSEPH W. SYMONDS,
FRANKLIN A. WILSON,
GEORGE VARNEY,
GEORGE F. EVANS,

Directors.

GEORGE S. HOBBS,
Comptroller.

GEORGE F. EVANS,
Vice-President.

STATE OF MAINE.

CUMBERLAND, ss. Portland, September 7, 1906. Then personally appeared the above-named Lucius Tuttle, Samuel C. Lawrence, William P. Frye, Edward P. Ricker, John Ware, Joseph W. Symonds, Franklin A. Wilson, George Varney, and George F. Evans, directors; George S. Hobbs, comptroller, and George F. Evans, vice-president, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HENRY B. CLEAVES,
Justice of the Peace.

REPORT

OF THE

MANCHESTER & LAWRENCE RAIL- ROAD

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road . . .	\$112,960.00
Dividends received on stocks owned:	
Concord & Montreal Railroad	210.00
Interest on deposits	38.95
	<hr/>
Gross income	\$113,208.95
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$1,645.35
Interest on funded debt	10,960.00
	<hr/>
Total expenses and charges upon income .	12,605.35
	<hr/>
Net divisible income	\$100,603.60
Dividends declared, 10 per cent on common stock	100,000.00
	<hr/>
Surplus for the year ending June 30, 1906 .	\$603.60
Amount of surplus June 30, 1905	134,974.81
	<hr/>
Total surplus June 30, 1906	\$135,578.41
<hr/>	
GENERAL BALANCE SHEET.	
Cost of road	\$1,000,000.00
Cost of telegraph	4,770.35
Land in Manchester, N. H., terminals . . .	274,298.53
Stock of Concord & Montreal Railroad . .	3,000.00
	<hr/>
Total permanent investments	\$1,282,068.88

Cash	\$10,234.03	
Due from solvent companies and individuals	123,454.00	
Total cash and current assets		\$133,688.03
Total		\$1,415,756.91
Capital stock, common		\$1,000,000.00
Funded debt		274,000.00
Dividends not called for		6,178.50
Profit and loss balance—surplus		135,578.41
Total		\$1,415,756.91
CAPITAL STOCK.		
Capital stock authorized by law, common		\$1,000,000.00
Capital stock authorized by votes of company, common		1,000,000.00
Capital stock issued and outstanding, common		1,000,000.00
Number of shares issued and outstanding, common		10,000
Number of stockholders, common		556
Number of stockholders in New Hampshire, common		280
Amount of stock held in New Hampshire, common		\$573,300.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during the year.
Series "A" Issued for the purchase of Real Estate in Manchester, N. H., but not secured by mortgage. The interest is guaranteed and paid by the Boston & Maine R. R..	4%	Jan. 1, 1922	\$274,000.00	\$10,960.00
Total			\$274,000.00	\$10,960.00

RAILROAD OWNED.	
Length of main line in New Hampshire . .	22.390 miles

PROPER ADDRESS OF THE COMPANY.

MANCHESTER & LAWRENCE RAILROAD,

867 ELM ST., MANCHESTER, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Calvin Page, Portsmouth, N. H.; treasurer, George Henry Chandler, Manchester, N. H.; clerk of corporation, Edward M. Brooks, Manchester, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Calvin Page, Portsmouth, N. H.; William P. Fowler, Boston, Mass.; Sumner Wallace, Rochester, N. H.; Eugene P. Carver, Brookline, Mass.; Frank E. Greene, Moultonborough, N. H.; George E. Smith, Everett, Mass.; Harry E. Parker, Manchester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

CALVIN PAGE,

President.

GEORGE HENRY CHANDLER.

Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. September 4, 1906. Then personally appeared the above-named Calvin Page and George Henry Chandler and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

A. M. HEARD,
Justice of the Peace.

REPORT

OF THE

MT. WASHINGTON RAILWAY COMPANY

FOR THE YEAR ENDING MARCH 31, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$25,734.00
Operating expenses	19,249.56
Net earnings from operation	\$6,484.44
Miscellaneous income:	
Summit House \$6,003.00	
Less expense 1,555.21	
Total income from sources other than operation	4,449.79
Gross income above operating expenses	\$10,934.23
Taxes	2,086.38
Net divisible income	\$8,847.85
Dividends declared, February 1, 1906, 4 per cent on \$211,500, common	8,460.00
Surplus for the year ending June 30, 1906	\$387.85
Amount of surplus June 30, 1905	3,115.42
Total surplus June 30, 1906	\$3,503.27
EARNINGS FROM OPERATION.	
Gross receipts from passengers	\$25,584.00
From mails	150.00
Total earnings, passenger service	\$25,734.00

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers, clerks and attendants	\$815.00
General office expenses and supplies	1.45
Insurance	531.25
Stationery and printing (general offices)	25.50
Total	<u>\$1,373.20</u>
Maintenance of way and structures:	
Repairs of roadway	\$2,325.50
Renewals of rails	70.35
Renewals of ties	283.82
Repairs and renewals of bridges and culverts	906.45
Repairs and renewals of buildings and fixtures	242.40
Repairs and renewals of telegraph	4.00
Miscellaneous	5.15
Total	<u>\$3,837.67</u>
Maintenance of equipment:	
Repairs and renewals of locomotives	\$1,160.73
Repairs and renewals of passenger cars	48.89
Total	<u>\$1,209.62</u>
Conducting transportation:	
Superintendence	\$925.26
Engine and roundhouse men	1,542.55
Fuel for locomotives	2,555.46
Oil, tallow, and waste for locomotives	31.31
Train service	1,266.34
Train supplies and expenses	1.51
Switchmen, flagmen, and watchmen	374.64
Telegraph expenses	18.10
Station supplies	10.71
Injuries to persons, accident fund	6,000.00
Advertising	86.31
Stationery and printing	16.88
Total	<u>\$12,829.07</u>
Recapitulation:	
General expenses	\$1,373.20
Maintenance of way and structures	3,837.67
Maintenance of equipment	1,209.62
Conducting transportation	12,829.07
Total operating expenses	<u>\$19,249.56</u>

GENERAL BALANCE SHEET.	
Cost of road	\$129,500.00
Summit house	26,000.00
Land at summit and base	56,000.00
Total permanent investments	\$211,500.00
Due from solvent companies and individuals	9,503.27
Total	\$221,003.27
Capital stock, common	\$211,500.00
Accident fund	6,000.00
Profit and loss balance—surplus	3,503.27
Total	\$221,003.27
CAPITAL STOCK.	
Capital stock authorized by law, common	\$211,500.00
Capital stock authorized by votes of company, common	211,500.00
Capital stock issued and outstanding, common	211,500.00
Number of shares issued and outstanding, common	2,115
Number of stockholders, common	1
Number of stockholders in New Hampshire, common	1
Amount of stock held in New Hampshire, common	\$211,500.00
VOLUME OF TRAFFIC, ETC.	
Passenger traffic:	
Number of passengers carried paying revenue	8,620
Number of passengers carried one mile	57,412
Number of passengers carried one mile per mile of road operated	17,241
Average length of journey per passenger	6.66 miles
Average amount received from each passenger	\$2.97
Average amount received per passenger per mile carried . . . . .	.4456
Passenger earnings (gross) per mile of road operated	\$7,727.93
Average number of persons employed	26

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number owned.		Number owned by leased roads.		Total owned and leased.		Number equipped with band brakes		Maximum weight, pounds.		Average weight, pounds.		Number equipped with power train brakes.		Number equipped with automatic couplers.		Name of coupler used.
Passenger locomotives.....	7				7		7		24,000		24,000						
Passenger cars, 4 wheels.....	6				6												
Baggage, express & mail cars, 4-wheels.....	1				1												
Total.....	7				7												
Flat cars.....	2		2														

RAILROAD OWNED.	
Total length of line owned	3.33 miles
Total length of track owned	3.33 "

RAILROAD OPERATED.	
Total length of line operated	3.33 miles
Total length of track operated	3.33 "

DESCRIPTION OF RAILROADS AND BRANCHES OWNED BY THIS COMPANY.

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.	Length computed as single track.	
			Total.	In New Hampshire.
Mt. Washington Railway...	M.	Base of Mt. Washington to summit Mt. Washington,	3.33	3.33
Total.....			3.33	3.33

BRIDGES EXTENSIVELY REPAIRED OR STRENGTHENED DURING THE YEAR.

NUMBER AND LOCATION.	Description of bridge.	Description of work done.
.....	1,200 feet of trestle rebuilt during the year:

PROPER ADDRESS OF THE COMPANY.**MOUNT WASHINGTON RAILWAY COMPANY, BOSTON, MASS.****CORPORATE OFFICE, CONCORD, N. H.**

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, George E. Cummings, Woodsville, N. H.; vice-president, Benjamin A. Kimball, Concord, N. H.; treasurer, John F. Webster, Concord, N. H.; assistant treasurer, Herbert E. Fisher, Boston, Mass.; clerk of corporation, Frank E. Brown, Concord, N. H.; general auditor, William J. Hobbs, Boston, Mass.; assistant general auditor, Stuart H. McIntosh, Boston, Mass.; general passenger agent, Frank E. Brown, Concord, N. H.; superintendent, John Horne, base Mt. Washington, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

George E. Cummings, Woodsville, N. H.; Benjamin A. Kimball, John M. Mitchell, Concord, N. H.; George A. Fernald, Boston, Mass.; Alvin B. Cross, Frank P. Andrews, Frank E. Brown, Concord, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

GEORGE E. CUMMINGS,
President.

WILLIAM J. HOBBS,
General Auditor.

STATE OF NEW HAMPSHIRE.

GRAFTON, ss. October 3, 1906. Then personally appeared the above-named George E. Cummings and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

HERBERT W. ALLEN,
Notary Public.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 4, 1906. Then personally appeared the above-named William J. Hobbs and made oath that, the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

FREDERICK A. CARR,
Notary Public.

REPORT

OF THE

NASHUA & LOWELL RAILROAD CORPORATION

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$73,000.00
Dividends received on stocks owned:	
Boston & Maine Railroad	1,572.00
Interest received on bonds owned:	
Boston & Maine, Maine Central and Fitchburg Railroads	840.00
Interest, \$253.82; office rent, \$20	273.82
Gross income	\$75,685.82
Salaries and maintenance of organization	949.30
Net divisible income	\$74,736.52
Dividends declared, 9 per cent on common stock	72,000.00
Surplus for the year ending June 30, 1906	\$2,736.52
Amount of surplus June 30, 1905	169,002.67
Total surplus June 30, 1906	\$171,739.19
GENERAL BALANCE SHEET.	
Cost of road	\$684,242.07
Cost of equipment	218,242.95
Total permanent investments	\$902,485.02
Cash	\$7,750.17
Stock and bonds	62,545.00
Total cash and current assets	70,295.17
Total	\$972,780.19

Capital stock, common	\$800,000.00
Dividends not called for	1,041.00
Total current liabilities	\$801,041.00
Profit and loss balance—surplus	171,739.19
Total	\$972,780.19

CAPITAL STOCK.	
Capital stock authorized by law, common	\$800,000.00
Capital stock authorized by votes of company, common	800,000.00
Capital stock issued and outstanding, common	800,000.00
Number of shares issued and outstanding, common	8,000
Number of stockholders, common	410
Number of stockholders in New Hampshire, common	160
Amount of stock held in New Hampshire, common, shares	2,060

RAILROAD OWNED.	
Total length of line owned in New Hampshire	5.25 miles
Total length of line owned	14.50 "

PROPER ADDRESS OF THE COMPANY.

NASHUA & LOWELL RAILROAD CORPORATION,

50 STATE ST., BOSTON.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, David P. Kimball, 35 Congress street, Boston; treasurer, John Brooks, 50 State state, Boston; clerk of corporation, Lester F. Thurber, Nashua, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

David P. Kimball, Boston, Mass.; Alfred S. Hall, Winchester, Mass.; Edward A. Newell, Wilton, N. H.; Frederick Brooks, Boston, Mass.; John Brooks, Cambridge, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

DAVID P. KIMBALL,
JOHN BROOKS,
ALFRED S. HALL,
FRED BROOKS,

Directors.

JOHN BROOKS,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. September 15, 1906. Then personally appeared the above-named John Brooks, Alfred S. Hall, and Frederick Brooks, directors, and John Brooks, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

ALBIN L. RICHARDS,
Justice of the Peace.

REPORT

OF THE

NORTHERN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road . . .	\$189,104.00
Interest received on bonds owned: Concord & Claremont, 4½ per cent . . .	360.00
Income from other sources: Interest on deposit	92.94
Gross income	\$189,556.94
Salaries and maintenance of organization . . .	4,481.01
Net divisible income	\$185,075.93
Dividends declared, 6 per cent on common stock	184,104.00
Surplus for the year ending June 30, 1906 .	\$971.93
Amount of surplus June 30, 1905	10,297.78
Total	\$11,269.71
Premium on 8,000 Concord & Claremont 4½ per cent charged off	1,302.50
Total surplus June 30, 1906	\$9,967.21
GENERAL BALANCE SHEET.	
Cost of road	\$3,068,400.00
8 bonds of \$1,000, Concord & Claremont Railroad, 4½ per cent	8,000.00
Total permanent investments	\$3,076,400.00
Cash	4,119.47
Total	\$3,080,519.47

Capital stock, common	\$3,068,400.00
Dividends not called for	2,152.26
Profit and loss balance—surplus	9,967.21
Total	\$3,080,519.47

CAPITAL STOCK.	
Capital stock authorized by law, common	\$3,068,400.00
Capital stock authorized by votes of company, common	3,068,400.00
Capital stock issued and outstanding, common	3,068,400.00
Number of shares issued and outstanding, common	30,684
Number of stockholders, common	2,070
Number of stockholders in New Hampshire, common	1,213
Amount of stock held in New Hampshire, common, shares	16,023

RAILROAD OWNED.	
Length of main line in New Hampshire	68.55 miles
Total length of main line	69.50 "
Length of branch line in New Hampshire	13.41 "
Total length of line owned in New Hampshire	81.96 "
Total length of line owned	82.91 "

We hereby certify that the statements contained in the foregoing return are full, just, and true.

A. W. SULLOWAY,
President and Director.

GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 4, 1906. Then personally appeared the above-named A. W. Sulloway and George U. Crocker and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. GLOVER CROCKER, JR.,
Justice of the Peace.

REPORT

OF THE

PEMIGEWASSET VALLEY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$32,790.00
Salaries and maintenance of organization	313.30
Net divisible income	\$32,476.70
Dividends declared, 6 per cent on common stock	32,490.00
Deficit for the year ending June 30, 1906	\$13.30
Amount of surplus June 30, 1905	505.54
Total surplus June 30, 1906	\$492.24
GENERAL BALANCE SHEET,	
Cost of road and equipment	\$554,035.04
Cash	730.12
Total	\$554,765.16
Capital stock, common	\$541,500.00
Audited vouchers and accounts due Concord & Montreal Railroad	12,772.92
Profit and loss balance—surplus	492.24
Total	\$554,765.16
CAPITAL STOCK.	
Capital stock authorized by law, common	\$2,000,000.00
Capital stock authorized by votes of company, common	541,500.00
Capital stock issued and outstanding, common	541,500.00

Number of shares issued and outstanding, common	5,415
Number of stockholders, common	195
Number of stockholders in New Hampshire, common	141
Amount stock held in New Hampshire, common	\$401,200.00

RAILROAD OWNED.	
Length of main line	22.93 miles
Length of side track, etc.	6.35 "
Total length of track owned	29.28 "

GENERAL REMARKS AND EXPLANATIONS.

The Pemigewasset Valley Railroad is operated by the Boston & Maine Railroad under the lease of the Concord & Montreal Railroad of June 29, 1895.

PROPER ADDRESS OF THE COMPANY.

PEMIGEWASSET VALLEY RAILROAD COMPANY,
CONCORD, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Benjamin A. Kimball, Concord, N. H.; treasurer, John F. Webster, Concord, N. H.; clerk of corporation, George H. Adams, Plymouth, N. H. See Boston & Maine Railroad for other officers.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Benjamin A. Kimball, John F. Webster, Concord, N. H.; Joseph W. Campbell, Woodstock, N. H.; John J. Cilley, Deerfield, N. H.; Charles H. Bowles, Plymouth, N. H.; Nathan P. Hunt, Manchester, N. H.; George E. Cummings, Woodsville, N. H. George W. Hills, of Lawrence, Mass., and Harry E. Parker, of Manchester, N. H., elected in May, 1906, have since died.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

BENJAMIN A. KIMBALL,
President.

JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. Concord, October 31, 1906. Then personally appeared the above-named Benjamin A. Kimball, president, and John F. Webster, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRANK P. QUIMBY,
Justice of the Peace.

REPORT

OF THE

PETERBOROUGH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$15,700.00
Income from other sources: Interest on deposit	93.08
Gross income	\$15,793.08
Salaries and maintenance of organization	253.77
Net divisible income	\$15,539.31
Dividends declared, 4 per cent on common stock	15,400.00
Surplus for the year ending June 30, 1906	\$139.31
Amount of surplus June 30, 1905	214,675.50
Total surplus June 30, 1906	\$214,814.81
GENERAL BALANCE SHEET.	
Cost of road	\$595,194.00
Cash	4,620.81
Total	\$599,814.81
Capital stock, common	\$385,000.00
Profit and loss balance—surplus	214,814.81
Total	\$599,814.81
CAPITAL STOCK.	
Capital stock authorized by law, common	\$600,000.00
Capital stock authorized by votes of company, common	600,000.00
Capital stock issued and outstanding, common	385,000.00

Number of shares issued and outstanding, common	3,850
Number of stockholders, common	335
Number of stockholders in New Hampshire, common	290
Amount of stock held in New Hampshire, common	\$289,400.00

RAILROAD OWNED.

Length of main line in New Hampshire	10.50 miles
Total length of main line	10.50 "

PROPER ADDRESS OF THE COMPANY.

PETERBOROUGH RAILROAD.

NASHUA, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Charles H. Burns, Nashua, N. H.; treasurer, Gilman C. Shattuck, Nashua, N. H.; clerk of corporation, Harry W. Ramsdell, Nashua, N. H.; general auditor, William E. Spalding, Nashua, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Charles H. Burns, Wilton, N. H.; Thomas B. Eaton, Worcester, Mass.; Henry A. Cutter, Ben Emery Burns, George F. Andrews, Arthur G. Shattuck, Nashua, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

CHARLES H. BURNS,
President.

GILMAN C. SHATTUCK,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. September 21, 1906. Then personally appeared the above-named Charles H. Burns and Gilman C. Shattuck and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

H. P. GREELEY,
Justice of the Peace.

REPORT

OF THE

PETERBOROUGH & HILLSBOROUGH RAILROAD

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL BALANCE SHEET.	
Cost of road	\$209,298.44
Sinking and other special funds	925.00
Profit and loss balance—deficit	120,583.83
Total	\$330,807.27
Capital stock, common	\$45,000.00
Funded debt	165,000.00
Matured interest coupons unpaid (including coupons due July 1)	112,181.25
Gratuity	8,626.02
Total	\$330,807.27
CAPITAL STOCK.	
Capital stock authorized by law, common	\$45,000.00
Capital stock authorized by votes of company, common	45,000.00
Capital stock issued and outstanding, common	45,000.00
Number of shares issued and outstanding, common	450
Number of stockholders, common	1
Number of stockholders in New Hampshire, common	1
Amount of stock held in New Hampshire	\$45,000.00

PROPER ADDRESS OF THE COMPANY.

PETERBOROUGH & HILLSBOROUGH RAILROAD,

1023 OLD SOUTH BUILDING, BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Alvah W. Sulloway, Franklin, N. H.; treasurer, George U. Crocker, 1023 Old South Building, Boston, Mass.; clerk of corporation, Barron Shirley, Franklin, N. H.; assistant treasurer, Horace E. Chamberlin, Concord, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Alvah W. Sulloway, Frederick H. Daniell, Franklin, N. H.; Enoch Gerrish, Concord, N. H.; William Power Wilson, Boston, Mass.; Horace E. Chamberlin, Concord, N. H.; George E. Whitney, Enfield, N. H.; Frederick L. Thompson, Bellows Falls, Vt.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

A. W. SULLOWAY,
President and Director.

GEORGE U. CROCKER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. October 4, 1906. Then personally appeared the above-named A. W. Sulloway and George U. Crocker, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

G. GLOVER CROCKER, JR.,
Justice of the Peace.

REPORT

OF THE

SULLIVAN COUNTY RAILROAD

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$401,089.05
Operating expenses	330,244.37
Net earnings from operation	\$70,844.68
Miscellaneous income, less expense of collecting:	
Rents, tenements, land, etc.	\$923.44
Expenses	1,057.74
Deficit	134.30
Gross income above operating expenses	\$70,710.38
Charges upon income accrued during the year:	
Interest on funded debt	\$14,280.00
Taxes	13,893.68
Total charges and deductions from income	28,173.68
Net divisible income	\$42,556.70
Dividends declared during the year payable on—	
October, 1905, 4 per cent on	
\$500,000, common	\$20,000.00
April, 1906, 4 per cent on \$500,000,	
common	20,000.00
Total dividends declared	40,000.00
Surplus for the year ending June 30, 1906	\$2,536.70
Amount of surplus June 30, 1905	184,900.19
Total surplus June 30, 1906	\$187,436.89

EARNINGS FROM OPERATION.	
Gross receipts from passengers	\$116,045.98
Deductions:	
Tickets redeemed	\$12.18
Excess fares refunded	318.03
Total deductions	330.21
Net revenue from passengers	\$115,715.77
From mails	\$8,901.12
From express	6,418.70
From extra baggage and storage	1,539.77
Total earnings, passenger service	\$132,575.36
Gross receipts from freight	\$265,742.19
Overcharge to shippers	667.66
Net revenue from freight	\$265,074.53
Storage and miscellaneous	255.06
Total earnings, freight service	\$265,329.59
Total passenger and freight earnings	\$397,904.95
Other earnings from operation:	
Switching charges—balance	\$2,858.32
Telegraph companies	105.78
Rental from tracks, yards, and terminals	220.00
Total other earnings	3,184.10
Gross earnings from operation	\$401,089.05
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers	\$900.00
Salaries of clerks and attendants	1,560.00
General office expenses and supplies	279.86
Insurance	1,169.46
Law expenses	918.57
Stationery and printing (general offices)	28.75
Miscellaneous	72.18
Total	\$4,928.82

Maintenance of way and structures:	
Repairs of roadway	\$22,139.59
Renewals of rails	1,237.88
Renewals of ties	8,391.04
Repairs and renewals of bridges and culverts	918.70
Repairs and renewals of fences, road crossings, signs and cattle guards	1,917.36
Repairs and renewals of buildings and fixtures	4,650.03
Repairs and renewals of telegraph	22.53
Stationery and printing	20.76
Miscellaneous	9.12
Total	\$39,307.01
Maintenance of equipment:	
Superintendence	\$781.85
Repairs and renewals of locomotives	20,132.77
Repairs and renewals of passenger cars	341.89
Repairs and renewals of freight cars	100,634.58
Stationery and printing	17.28
Miscellaneous	189.50
Total	\$122,097.87
Conducting transportation:	
Superintendence	\$3,151.88
Engine and roundhouse men	25,853.12
Fuel for locomotives	56,875.63
Water supply for locomotives	935.18
Oil, tallow, and waste for locomotives	1,182.76
Other supplies for locomotives	242.60
Train service	21,577.23
Train supplies and expenses	2,835.33
Switchmen, flagmen, and watchmen	8,129.92
Telegraph expenses	4,034.53
Station service	11,830.03
Station supplies	1,570.13
Car mileage—balance	18,241.02
Loss and damage	508.34
Clearing wrecks	37.60
Advertising	272.58
Outside agencies	42.65
Rentals for tracks, yards and terminals	6,000.04
Rentals of buildings and other property	2.50
Stationery and printing	587.60
Total	\$163,910.67

Recapitulation:	
General expenses	\$4,928.82
Maintenance of way and structures	39,307.01
Maintenance of equipment	122,097.87
Conducting transportation	163,910.67
Total operating expenses	<u>\$330,244.37</u>
Percentage of operating expenses to gross earnings	82.34
GENERAL BALANCE SHEET.	
Cost of road	\$888,755.37
Cost of equipment	98,175.10
Total permanent investments	<u>\$986,930.47</u>
Due from solvent companies and individuals	106,148.42
Total	<u><u>\$1,093,078.89</u></u>
Capital stock, common	\$500,000.00
Funded debt	357,000.00
Audited vouchers and accounts	45,072.00
Interest accrued and not yet due	3,570.00
Profit and loss balance—surplus	187,436.89
Total	<u><u>\$1,093,078.89</u></u>
CAPITAL STOCK.	
Capital stock authorized by law, common	\$500,000.00
Capital stock authorized by votes of company, common	500,000.00
Capital stock issued and outstanding, common	500,000.00
Number of shares issued and outstanding, common	5,000
Number of stockholders, common	8
Number of stockholders in New Hampshire, common	5
Amount of stock held in New Hampshire, common	\$600.00

FUNDED DEBT.

DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during the year.
First mortgage.....	4%	Apr. 1, 1924	\$357,000.00	\$14,280.00
Total.....			\$357,000.00	\$14,280.00

VOLUME OF TRAFFIC, ETC.

Passenger traffic:

Number of passengers carried paying revenue .	257,477
Number of passengers carried one mile .	5,074,903
Number of passengers carried one mile per mile of road operated .	195,189
Average length of journey per passenger .	19.71 miles
Average amount received from each passenger	\$0.44942
Average amount received per passenger per mile carried .	.2280
Passenger earnings (gross) per mile of road operated .	5,099.05
Passenger earnings (gross) per passenger-train mile run .	1,367.09

Freight traffic:

Number tons of freight hauled earning revenue	1,065,926
Number of tons of freight hauled one mile .	25,945,821
Number of tons of freight hauled one mile per mile of road operated .	997,916
Average length of haul per ton .	2,434 miles
Average amount received for each ton freight	\$0.24868
Average amount received per ton per mile hauled .	.1022
Freight earnings (gross) per mile of road operated .	10,204.98
Freight earnings (gross) per freight-train mile run .	1,531.48

Operating expenses:

Operating expenses per mile of road operated	12,701.71
Operating expenses per revenue-train mile run	1,295.84

Train mileage:

Miles run by passenger trains .	81,599
Miles run by freight trains .	157,873
Miles run by mixed trains .	15,377
Total mileage of trains earning revenue .	254,849
Miles run by switching trains .	68,606
Miles run by construction and other trains .	1,142
Total train mileage .	324,597

Fares and freights:	
Average rate of fare per mile on single local tickets	2.062 cents
Average rate of fare per mile on mileage tickets (500 miles)	2.25 "
Average rate of fare per mile on mileage tickets (1,000 miles)	2.00 "
Average rate of fare per mile on season tickets	0.588 "
Average rate of fare per mile on joint tickets	2.555 "
Average rate of freight per ton mile on local way-bill	4.2947 "
Average rate of freight per ton mile on joint way-bill	1.0107 "
Average number of persons employed	136

RAILROAD OWNED.	
Length of main line in New Hampshire	25.19 miles
Total length of main line	26.00 "
Length of second track in New Hampshire	25.19 "
Total length of second track	17.40 "
Length of side track, etc., in New Hampshire	8.52 "
Total length of side track, etc.,	8.52 "
Total length of track owned in New Hampshire	51.11 "
Total length of track owned	51.92 "

RAILROAD OPERATED.	
Length of main line in New Hampshire	25.19 miles
Total length of main line	26.00 "
Length of second track in New Hampshire	17.40 "
Total length of second track	17.40 "
Length of side track, etc., in New Hampshire	8.52 "
Total length of side track, etc.	8.52 "
Total length of track operated in New Hampshire	51.11 "
Total length of track operated	51.92 "

RAILROAD CROSSINGS IN NEW HAMPSHIRE.	
<i>Crossings with Highways.</i>	
Number of crossings of company's railroad with highways at grade	21
Number of highway grade crossings unprotected	21
Number of highway bridges 18 feet (or more) above track	1
Number of highway bridges less than 18 feet above track	1
Height of lowest highway bridge above track	17 ft. 3 in.

DESCRIPTION OF RAILROADS AND BRANCHES OWNED BY THIS COMPANY.

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.	Length of line in miles.		Second track.		Third track.		Fourth track.		Side track, etc.		Length com- puted as single track.	
			Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.	Total.	In New Hampshire.
Sullivan County Road.	Main	Fellows Falls to Windsor, Vt. . .	26 00	25 19	17 40	17 40	.....	.....	.....	.....	8 52	8 52	51 92	51 11

DESCRIPTION OF EQUIPMENT.

ROLLING STOCK.	Number owned.	Number leased.	Total owned and leased.	Number equipped with power driven wheel brakes.	Maximum weight, pounds.	Average weight, pounds.	Number equipped with power train brakes.	Number equipped with automatic couplers.	Name of coupler used.
Passenger locomotives.....	4	.....	4	4	115,000	101,800	.....	.....	.....
Freight	4	.....	4	4	142,400	142,400	.....	.....	.....
Totals.....	8	.....	8	8	.....	.....	.....	.....	.....
Box cars.....	140	.....	140	.....	.....	.....	140	140	Gould.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.		Total on all lines operat'd.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers..								
Employees..			1		1		1	
Others								
Total....			1		1		1	

STATEMENT OF EACH ACCIDENT.

North Walpole, N. H. Joseph Conrad, employee, standing on track, struck and fatally injured by train.

PROPER ADDRESS OF THE COMPANY.

SULLIVAN COUNTY RAILROAD,

BOSTON, MASS.

Corporate office, Concord, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, John H. Albin, Concord, N. H.; treasurer, Henry A. Albin, Concord, N. H.; assistant treasurer, Herbert E. Fisher, Boston, Mass.; clerk of corporation, Henry A. Albin, Concord, N. H.; general auditor, William J. Hobbs, Boston, Mass.; general traffic manager, William F. Berry, Boston, Mass.; general passenger and ticket agent, Dapa J. Flanders, Boston, Mass.; general freight agent, Michael T. Donovan, Boston, Mass.; superintendent, Harley E. Folsom, Lyndenville, Vt.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

John H. Albin, Concord, N. H.; James H. Williams, Bellows Falls, Vt.; George H. Stowell, Claremont, N. H.; George W. Abbott, Springfield, Mass.; George E. Anderson, Nashua, N. H.; Henry A. Albin, Concord, N. H.; John E. Allen, Keene, N. H.

We hereby certify that the statements contained in the foregoing return are full, just and true.

JOHN H. ALBIN,
President.

HERBERT E. FISHER,
Assistant Treasurer.

WILLIAM J. HOBBS,
General Auditor.

STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. September 27, 1906. Then personally appeared the above-named John H. Albin and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

WILLIAM H. SAWYER,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. September 18, 1906. Then personally appeared the above-named Herbert E. Fisher, assistant treasurer, and William J. Hobbs, general auditor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. A. RYDER,
Justice of the Peace.

REPORT

OF THE

SUNCOOK VALLEY RAILROAD

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road . . .	\$14,700.00
Total expenses and charges upon income . .	293.00
Net divisible income	\$14,407.00
Dividends declared, 6 per cent on common stock	14,400.00
Surplus for the year ending June 30, 1906 .	\$7.00
Amount of surplus June 30, 1905	389.70
Total surplus June 30, 1906	\$396.70
GENERAL BALANCE SHEET.	
Cost of road	\$348,199.19
Total cash and current assets	2,593.51
Total	\$350,792.70
Capital stock, common	\$341,700.00
Contributions	8,696.00
Total sinking and other special funds . .	\$350,396.00
Profit and loss balance—surplus	396.70
Total	\$350,792.70

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$500,000.00
Capital stock authorized by votes of company, common	341,700.00
Capital stock issued and outstanding, common	240,000.00
Non-dividend paying stock	101,700.00
Number of shares issued and outstanding, common	3,417
Number of stockholders, common	213
Number of stockholders in New Hampshire, common	186
Amount of stock held in New Hampshire, common	\$322,300.00
RAILROAD OWNED.	
Length of main line, Suncook to Pittsfield	17.41 miles
Length of side track, etc.	3.56 "
Total length of track owned	20.97 miles

GENERAL REMARKS AND EXPLANATIONS.

For correct mileage see report of the operating company, namely, the Boston & Maine Railroad.

PROPER ADDRESS OF THE COMPANY.

SUNCOOK VALLEY RAILROAD,

WALTER M. PARKER, *Treasurer*.

MANCHESTER, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Hiram A. Tuttle, Pittsfield, N. H.; treasurer, Walter M. Parker, Manchester, N. H.; clerk of corporation, Nathan P. Hunt, Manchester, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Hiram A. Tuttle, Pittsfield, N. H.; Charles H. Carpenter, Chichester, N. H.; James B. Tennant, Epsom, N. H.; Josiah Carpenter, Manchester, N. H.; Eugene S. Head, Hooksett, N. H.; Alfred Quimby, Frank W. Sargeant, Manchester, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

WALTER M. PARKER,
Treasurer.

HIRAM A. TUTTLE,
President.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. September 5, 1906. Then personally appeared the above-named Walter M. Parker and Hiram A. Tuttle and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD B. STEARNS,
Justice of the Peace.

REPORT

OF THE

UPPER COÖS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$66,685.00
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$500.00
Interest on funded debt	45,185.00
Total expenses and charges upon income	45,685.00
Net divisible income	\$21,000.00
Dividends declared, 6 per cent on common stock	21,000.00
GENERAL BALANCE SHEET.	
Cost of road	\$1,161,478.12
Cost of equipment	231,521.88
Total permanent investments	\$1,393,000.00
Capital stock, common	\$350,000.00
Funded debt	1,043,000.00
Total current liabilities	\$1,393,000.00

CAPITAL STOCK.	
Capital stock authorized by law, common	\$350,000.00
Capital stock authorized by votes of company, common	350,000.00
Capital stock issued and outstanding, common	350,000.00
Number of shares issued and outstanding, common	3,500
Number of stockholders, common	52
Number of stockholders in New Hampshire, common	17
Amount stock held in New Hampshire, common	\$131,800.00

REAL ESTATE MORTGAGES.

DESCRIPTION OF MORTGAGED PROPERTY.	Rate of interest.	Mortgage when due.	Amount.	Interest paid during the year.
First Mortgage	4%	May 1, 1930	\$350,000.00	\$14,000.00
"	4½%	" "	693,000.00	31,185.00
Total			\$1,043,000.00	\$45,185.00

PROPER ADDRESS OF THE COMPANY.

UPPER COOS RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, George Van Dyke, Lancaster, N. H.; treasurer, Thomas S. McGowen, Boston, Mass.; clerk of corporation, Chester B. Jordan, Lancaster, N. H.; general counsel, Irving W. Drew, Lancaster, N. H.; general manager, George F. Evans, Portland, Me.; superintendent, George F. Blake, Lancaster, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

George Van Dyke, Irving W. Drew, Henry O. Kent, Lancaster, N. H.; Parker W. Whittemore, Sherburne M. Merrill, Newton, Mass.; Thomas S. McGowen, Boston, Mass.

REPORT

OF THE

WILTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road, 99 years from October, 1883	\$20,400.00
Dividends declared, 8½ per cent on common stock	20,400.00
Surplus for the year ending June 30, 1906 .	nothing
Contingent fund	\$1,000.00
GENERAL BALANCE SHEET.	
Cost of road	\$242,600.00
Cash	3,530.50
Total	\$246,130.50
Capital stock, common	\$240,000.00
Capital stock, never capitalized	2,600.00
Total capital stock	\$242,600.00
Current liabilities:	
Dividends not called for	\$2,530.50
Contingent fund	1,000.00
Total current liabilities	\$3,530.50
Total	\$246,130.50

CAPITAL STOCK.	
Capital stock authorized by law, common	\$240,000.00
Capital stock authorized by votes of company, common	240,000.00
Capital stock issued and outstanding, common	240,000.00
Number of shares issued and outstanding, common	2,400
Number of stockholders, common	232
Number of stockholders in New Hampshire, common	201
Amount of stock held in New Hampshire, common	\$196,900.00
RAILROAD OWNED.	
Length of main line in New Hampshire	15.50 miles
Total length of main line owned	15.50 "

PROPER ADDRESS OF THE COMPANY.

WILTON RAILROAD COMPANY,

NASHUA, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, George O. Whiting, Lexington, Mass.; treasurer, William E. Spaulding, Nashua, N. H.; clerk of corporation, Isaac S. Whiting, Wilton, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

John A. Spalding, Nashua, N. H.; George O. Whiting, Lexington, Mass.; Charles A. Ramsdell, Winchester, Mass.; Charles A. Burns, Somerville, Mass.; George E. Anderson, Nashua, N. H.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

GEORGE O. WHITING,
President.

WILLIAM E. SPALDING,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. October 1, 1906. Then personally appeared the above-named George O. Whiting, president; William E. Spalding, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FREDERICK W. HATCH,
Notary Public.

REPORT

OF THE

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Rental received from lease of road	\$250,000.00
Interest accrued on \$150,000 bonds prior to sale	283.33
Interest on bank account	221.40
Gross income	\$250,504.73
Expenses and charges upon income accrued during the year:	
Salaries and maintenance of organization	\$2,330.29
Interest on funded debt	71,040.00
Interest and discount on unfunded debts and loans	354.17
Total expenses and charges upon income	73,724.46
Net divisible income	\$176,780.27
Dividends declared, $2\frac{3}{4}$, 3, $5\frac{3}{4}$ per cent on 30,644 shares	176,203.00
Surplus for the year ending June 30, 1906	\$577.27
Amount of deficit June 30, 1905	278,942.68
Total	\$278,365.41
Premium on issue \$150,000 bonds January 1, 1906, maturing January 1, 1935	4,944.80
Total deficit June 30, 1906	\$273,420.61

GENERAL BALANCE SHEET.	
Cost of road	\$4,135,584.99
Cost of equipment	415,336.03
Total permanent investments	\$4,553,921.02
Cash	\$44,938.37
Bills receivable, Worcester, Nashua & Rochester stock	35,400.00
Total cash and current assets	80,358.37
Profit and loss balance—deficit	273,420.61
Total	\$4,907,700.00
Capital stock, common	\$3,099,800.00
Funded debt	1,776,000.00
Current liabilities:	
Matured interest coupons unpaid (including coupons due July 1)	28,100.00
Accrued liabilities:	
Interest accrued and not yet due	3,800.00
Total	\$4,907,700.00
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
All additions to property account are made by Boston & Maine Railroad.	
CAPITAL STOCK.	
Capital stock authorized by law, common	\$3,600,000.00
Capital stock authorized by votes of company, common	3,099,800.00
Capital stock issued and outstanding, common	3,099,800.00
Number of shares issued and outstanding, com- mon	30,998
Number of stockholders, common	784
Number of stockholders in New Hampshire, com- mon	178
Amount stock held in New Hampshire, common	\$209,300.00

RAILROAD OWNED.	
Length of main line in New Hampshire . . .	55.02 miles
Total length of main line	94.48 "
Total length of line owned in New Hampshire	55.02 "
Total length of line owned	94.48 "
Total length of second track	18.13 "
Length of side track, etc., in New Hampshire .	19.06 "
Total length of side track, etc.	45.28 "
Total length of track owned in New Hampshire	74.08 "
Total length of track owned	157.89 "

FUNDED DEBT.				
DESCRIPTION OF BONDS, ETC.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during year.
First mortgage bonds.....	4%	Jan. 1, 1913	\$511,000.00	\$20,440.00
" " "	"	Jan. 1, 1930	735,000.00	29,300.00
" " "	"	Oct. 1, 1934	380,000.00	15,180.00
" " "	"	Jan. 1, 1935	150,000.00	.....
" " "	"	Jan. 1, 1906	.....	6,000.00
Matured January 1, 1906, \$150,000 paid.				
Total			\$1,776,000.00	\$70,920.00

PROPER ADDRESS OF THE COMPANY.

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY,
BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, George G. Haven, 32 Nassau street, New York, N. Y.; treasurer and clerk of corporation, Charles H. Bowen, 53 State street, Boston, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

George G. Haven, James N. Jarvie, Adrian Iselin, Jr., Frederic Cromwell, New York, N. Y.; Henry L. Higginson, Boston, Mass.; Nathaniel Thayer, Lancaster, Mass.; Downie D. Muir, Worcester, Mass.; Albert Wallace, Rochester, N. H.; Charles H. Bowen, Brookline, Mass.

We hereby certify that the statements contained in the foregoing return are full, just, and true.

G. G. HAVEN,
ADRIAN ISELIN, JR.,
HENRY L. HIGGINSON,
ALBERT WALLACE,
C. H. BOWEN,
DOWNIE D. MUIR,
Directors.

C. H. BOWEN,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. August 16, 1906. Then personally appeared the above-named Henry L. Higginson, Albert Wallace, C. H. Bowen, and Downie D. Muir, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EUGENE W. LEIGHTON,
Notary Public.

STATE OF MASSACHUSETTS.

BERKSHIRE, ss. August 22, 1906. Then personally appeared the above-named George G. Haven, and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

GEORGE A. MOLE,
Notary Public.

STATE OF NEW YORK.

NEW YORK, ss. August 21, 1906. Then personally appeared the above-named Adrian Iselin, Jr., and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me,

H. L. BRAYNARD,
Notary Public.

PART III.

STREET RAILWAY RETURNS.

REPORT

OF THE

ATLANTIC SHORE LINE RAILWAY

Including figures of the formerly Portsmouth, Dover & York
Street Railway purchased by this company February 1, 1906.

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$180,396.39
Operating expenses	108,556.71
Net income from operation	\$71,839.68
Accrued from sinking fund	3,107.89
Gross income above operating expenses	\$74,947.57
Charges upon income accrued during the year:	
Interest on funded debt	\$57,443.75
Interest and discount on unfunded debts and loans	105.00
Taxes	2,477.63
Overpayment to sinking fund	150.00
Total charges and deductions from income	60,176.38
Net divisible income	\$14,771.19
Dividends declared, 3 per cent on preferred stock	17,100.00
Deficit for year ending June 30, 1906	\$2,328.81
Amount of surplus June 30, 1905	8,312.11
Total surplus June 30, 1906	\$5,983.30

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$124,828.12
Receipts from carriage of mails	2,398.32
Receipts from carriage of freight and cartage .	32,023.79
Receipts from chartered cars	539.30
Receipts from rentals of buildings and other property	834.48
Receipts from express	3,168.93
Receipts from advertising in cars	450.00
Receipts from scrap sold, etc.	955.18
Other earnings from operation:	
Baggage receipts	1,177.09
Sale power receipts	13,909.83
Eliot bridge tolls	111.35
Gross income from operation	\$180,396.39
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks . .	\$6,743.90
General office expenses and supplies . .	1,071.76
Insurance	2,231.09
Advertising attractions	2,178.77
Miscellaneous expenses	685.98
Maintenance of roadway and buildings:	
Repairs of roadbed, track, and bridges . .	6,316.38
Repairs of electric line construction . .	4,462.95
Removal of snow and ice	1,022.54
Repairs of buildings	705.63
Maintenance of equipment:	
Repairs of cars and other vehicles . . .	6,709.25
Repairs of electric equipment of cars . .	5,623.32
Miss. shop expense	410.19
Transportation expenses:	
Cost of electric motive power	22,889.74
Wages and compensation of persons employed in conducting transportation	31,368.04
Damages for injuries to persons and property and legal expenses	1,580.50
Rent crossing	160.00
Rentals of buildings and other property . .	125.00
Freight	9,507.86
Maintenance operation ferry	4,763.81
Total operating expenses	\$108,556.71

**PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS
DURING THE YEAR.**

Additions:

Organization	\$159.85	
Construction of railway, tracks and bridges	19,491.15	
Electric line construction and telephone line	3,269.27	
Other railways purchased for . .	2,765,343.65	
Total additions to railway		\$2,788,263.92
Construction cars	\$8,503.31	
Electrical equipment of same . .	7,668.90	
Other additional rolling stock and miscellaneous	1,172.02	
Other additional equipment, boats	181.43	
Total additions to equipment		17,527.66
Additional land necessary for operation of railway	807.72	
New electric power stations, in- cluding machinery, etc.	3,366.96	
Additional equipment of tools and machinery	498.21	
Other new buildings necessary for operation of railway	8,702.71	
Total additions to land and buildings		13,375.60
Additions to other permanent property:		
Engineering and superintendence	\$2,519.41	
Park	149.50	
Investment real estate	60,000.00	
Interest and discount	4,500.00	
Total additions to other permanent property		67,168.91
Total additions to property account		\$2,886,336.09

GENERAL BALANCE SHEET.*Assets.*

Total permanent investments		\$4,840,464.54
Cash and current assets:		
Cash	\$10,467.32	
Bills and accounts receivable . .	17,651.70	

Sinking funds, Sanford Power company	\$51,866.37	
Sinking funds, Monson River railway	11,500.00	
Total cash and current assets		\$91,485.39
Miscellaneous assets:		
Materials and supplies	\$7,807.17	
Prepaid accounts	1,683.66	
Total miscellaneous assets		9,490.83
Total		<u>\$4,941,440.76</u>
<i>Liabilities.</i>		
Capital stock:		
Common	\$2,000,000.00	
Preferred	1,000,000.00	
Total capital stock		\$3,000,000.00
Funded debt		1,871,000.00
Loans and bills payable		49,477.84
Accrued liabilities:		
Interest accrued and not yet due	\$13,806.25	
Rentals accrued and not yet due	105.15	
Accident fund	1,068.22	
Total accrued liabilities		14,979.62
Profit and loss balance—surplus		5,983.70
Total		<u>\$4,941,440.76</u>
CAPITAL STOCK.		
Capital stock issued and outstanding, common	\$2,000,000.00	
Capital stock issued and outstanding, preferred	1,000,000.00	
Total capital stock outstanding		<u>\$3,000,000.00</u>
Number of shares issued and outstanding, common		20,000
Number of shares issued and outstanding, preferred		10,000
Total number of shares outstanding		<u>30,000</u>

ATLANTIC SHORE LINE.

131

Number of stockholders, common	161
Number of stockholders, preferred	128
Total number of stockholders	289
Number of stockholders in New Hampshire, preferred	4
Amount of stock held in New Hampshire, preferred	\$13,000.00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during the year.
Atlantic Shore Line Railway..	4½	1926	\$300,000.00	
Sanford Cape Porpoise Railway, first mortgage.....	5	1928	246,000.00	
Monson River Railway	6	1912	59,000.00	
Atlantic Shore Line Railway..	5	1924	120,000.00	
“ “ “ consolidated.....	5	1934	361,500.00	
Sanford River Co.....	5	1908	74,500.00	
Portsmouth, Kittery & York St. Railway.....	6	1917	200,000.00	
Portsmouth, Dover, York St. Railway	4½	1923	450,000.00	
Portsmouth, Dover, York St. Railway, second mortgage..	5	1925	60,000.00	
Total.....			\$1,871,000.00	

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year .	2,806,849
Number of car miles run	670,402
Average number of persons employed	175

EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	18
Open passenger cars equipped for electric power	26
Total passenger cars of all kinds	44
Mail cars—electric	1
Construction, repair, and other work cars . .	9
Snowplows	5
Freight cars	10
Other items of equipment:	
Freight motors	3
Ferry boats	1
Steamer	1
DESCRIPTION OF RAILWAY.	
Length of railway line owned	71.127 miles
Length of railway line held under lease or contract	2.783 "
Length of sidings, switches, etc., owned . .	3.894 "
Length of sidings, switches, etc., held under lease or contract . . . . .	.11 "
Total length, computed as single track, owned .	75.021 "
Total length, computed as single track, held under lease or contract	2.893 "
Total length, computed as single track, owned and held under lease or contract	77.914 "

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.*	Number of tracks at crossing.	
	Railroad.	Railway.
Boston & Maine railroad, at Springvale.....	2	1
Branch to Portsmouth Navy Yard of the York Harbor Beach R. R.....	1	1
Great Works Crossing of the Northern division of the Boston & Maine R. R.....	2	1
Total.....	5	3

Motive power, all electric.

System of electric motive power used by the company, General Electric, Westinghouse.

The railway is located in Kittery, Kittery Point, York, York Harbor, York Beach to St. Aspinquid Park, Eliot, South Berwick, Dover, connecting by ferry with Portsmouth; Biddeford, Kennebunkport, Kennebunk, Sanford and Springvale.

PROPER ADDRESS OF THE COMPANY.

ATLANTIC SHORE LINE RAILWAY,
SANFORD, ME.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, E. M. Goodall, Sanford, Me.; vice-president, I. L. Meloon, 30 Pine street, New York City; secretary, F. J. Allen, Sanford, Me.; auditor, F. S. Donnell, 53 State street, Boston, Mass.; clerk of corporation, F. J. Allen, Sanford, Me.; general manager, G. A. Murch, Kennebunkport, Me.; treasurer, L. B. Goodall, Sanford, Me.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

E. M. Goodall, Sanford, Me.; I. L. Meloon, 30 Pine street, New York City; F. J. Allen, L. B. Goodall, George B. Goodall, Sanford, Me.; Frank R. Hopewell, Boston, Mass.; F. S. Donnell, 53 State street, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

ERNEST M. GOODALL,
President.

FRED J. ALLEN,
Assistant Treasurer.

GEORGE A. MURCH,
General Manager.

STATE OF NEW HAMPSHIRE.

YORK, ss. September 20, 1906. Then personally appeared the above-named Ernest M. Goodall, president; Fred J. Allen, assistant treasurer; George A. Murch, superintendent and general manager, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

EDWARD E. HUSSEY,
Notary Public.

REPORT

OF THE

BERLIN STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$44,654.19
Operating expenses	35,366.08
Net income from operation	\$9,288.11
Charges upon income accrued during the year:	
Interest on funded debt	\$5,250.00
Interest and discount on unfunded debts and loans	2,327.54
Taxes	17.80
Total charges and deductions from income	7,595.34
Surplus for year ending June 30, 1906	\$1,692.77
Amount of deficit June 30, 1905	9,564.69
Total deficit June 30, 1906	\$7,871.92
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$43,557.10
Receipts from rentals of buildings and other property	1,097.09
Gross income from operation	\$44,654.19

EXPENSES OF OPERATION.		
General expenses:		
Salaries of general officers and clerks . . .		\$2,020.00
General office expenses and supplies . . .		471.09
Legal expenses		868.46
Insurance		742.85
On leased cars		1,000.00
Maintenance of roadway and buildings:		
Repairs of roadbed and track		1,720.11
Repairs of electric line construction		1,581.66
Removal of snow and ice		277.80
Repairs of buildings		1,199.05
Maintenance of equipment:		
Repairs of cars and other vehicles		2,790.74
Repairs of electric equipment of cars . . .		1,341.97
Transportation expenses:		
Cost of electric motive power		6,000.00
Wages and compensation of persons employed in conducting transportation		8,436.43
Damages for injuries to persons and property		3,877.06
Amusements at park		1,779.59
Miscellaneous		1,259.27
Total operating expenses		\$35,366.08
GENERAL BALANCE SHEET.		
<i>Assets.</i>		
Railway:		
Roadbed and tracks	\$109,900.00	
Electric line construction, includ- ing poles, wiring, feeder lines, etc.	35,000.00	
Interest accrued during construc- tion of railway	5,000.00	
Salaries, engineering, and other expenses incident to construc- tion	6,000.00	
Total cost of railway owned		\$155,900.00
Equipment:		
Cars and other rolling stock and vehicles	\$10,500.00	
Electric equipment of same	12,400.00	
Total cost of equipment owned		22,900.00

Land and buildings:	
Land necessary for operation of railway	\$9,200.00
Electric power stations, including equipment	6,000.00
Other buildings necessary for operation of railway	21,000.00
Total cost of lands and buildings owned	\$36,200.00
Total permanent investments	\$215,000.00
<i>Liabilities.</i>	
Capital stock:	
Common	\$80,000.00
Preferred	30,000.00
Total capital stock	\$110,000.00
Funded debt	105,000.00
Total	\$215,000.00
CAPITAL STOCK.	
Capital stock authorized by law, common	\$80,000.00
Capital stock authorized by law, preferred	30,000.00
Total capital stock authorized by law	\$110,000.00
Capital stock authorized by votes of company, common	\$80,000.00
Capital stock authorized by votes of company, preferred	30,000.00
Total capital stock authorized by vote	\$110,000.00
Capital stock issued and outstanding, common	\$80,000.00
Capital stock issued and outstanding, preferred	30,000.00
Total capital stock outstanding	\$110,000.00
Number of shares issued and outstanding, common	800
Number of shares issued and outstanding, preferred	300
Total number of shares outstanding	1,100

Number of stockholders, common	7
Number of stockholders, preferred	31
Number of stockholders in New Hampshire, common	3
Number of stockholders in New Hampshire, preferred	28
Total stockholders in New Hampshire	28
Amount of stock held in New Hampshire, common	\$40,000.00
Amount of stock held in New Hampshire, preferred	13,000.00
Total stock held in New Hampshire	\$53,000.00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during the year.
.....	5%	Feb. 1, 1922	\$105,000.00	\$5,250.00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	871,142
Number of passengers carried per mile of railway track operated	116,152
Number of round trips run	10,388
Number of car miles run	155,820
Average number of persons employed	18

EQUIPMENT OWNED.

Box passenger cars equipped for electric power	4
Open passenger cars equipped for electric power	4
Total passenger cars of all kinds	8
Number of all above cars with 8 wheels	8
Snowplows	1
Electric motors	28

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated .	7.50 miles
Length of sidings, switches, etc., owned and operated . . . . .	.25 "
Total length, computed as single track .	7.75 miles

Motive power, all electric.

System of electric motive power used by the company, General Electric and Westinghouse.

This railway is located in Berlin and Gorham.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Grand Trunk, Berlin Mills spur track, Berlin..	1	1
With International Paper Co., Berlin.....	1	1
With Grand Trunk, Berlin Mills spur track at the Cascade Mills, Gorham.....	1	1
Total	3	3

PROPER ADDRESS OF THE COMPANY.

BERLIN STREET RAILWAY,

BERLIN, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Frank Ridlon, Boston, Mass.; treasurer, E. W. Gross, Berlin, N. H.; clerk of corporation, A. I. Lawrence, Gorham, N. H.; general manager, E. W. Gross, Berlin, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Frank Ridlon, Boston, Mass.; E. W. Gross, Herbert I. Goss, Berlin, N. H.; J. F. Libby, A. I. Lawrence, Gorham, N. H.; C. W. McAllister, Auburn, Me.; William Ames, Lewiston, Me.

I hereby certify that the statements contained in the foregoing report are full, just, and true.

E. W. GROSS,
Treasurer.

STATE OF NEW HAMPSHIRE.

Coos, ss. November 5, 1906. Then personally appeared the above-named E. W. Gross and made oath that the foregoing certificate by him subscribed is, to the best of his knowledge and belief, true.

Before me.

HERBERT I. GOSS,
Justice of the Peace.

REPORT

OF THE

BOSTON & MAINE RAILROAD

[Operating the Concord & Manchester Electric Branch Concord
& Montreal Railroad.]

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$147,459.80
Operating expenses	122,336.31
Net income from operation	\$25,123.49
Taxes	2,356.42
Surplus for year ending June 30, 1906, included in Boston & Maine Railroad account	\$22,767.07
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$139,141.37
Receipts from rentals of buildings and other property	2,962.85
Receipts from advertising in cars	999.96
Miscellaneous earnings at Contoocook River park	4,355.62
Gross income from operation	\$147,459.80
EXPENSES OF OPERATION.	
General expenses:	
Legal expenses	\$179.10
Insurance	1,453.66
Miscellaneous	907.38

Maintenance of roadway and buildings:	
Repairs of roadbed and track	\$8,746.46
Repairs of electric line construction	2,333.02
Repairs of buildings	376.71
Maintenance of parks	3,078.60
Maintenance of equipment:	
Repairs of cars and other vehicles	6,312.84
Repairs of electric equipment of cars	5,486.21
Other expenses	4,353.22
Transportation expenses:	
Cost of electric motive power	38,370.03
Wages and compensation of persons employed in conducting transportation	33,716.11
Damages for injuries to persons and property	3,500.21
Cleansing and lubricating equipment	4,157.53
Other transportation expenses:	
Advertising and amusements	7,985.65
Stationery, printing	769.04
Miscellaneous	610.54
Total operating expenses	\$122,336.31

GENERAL BALANCE SHEET.

(Includes Concord Street Railway purchased
by Concord & Montreal Railroad.)

Assets.

Roadbed and tracks, electric line construction, interest, salaries, engineering, and other ex- penses	\$187,238.81
Cars and other rolling stock and vehicles, elec- tric equipment, horses, etc.	326,051.75
Land necessary for operation of railway, elec- tric power stations, including equipment, other buildings	112,381.41
Pleasure park, etc.	9,172.07
Total permanent investments	\$934,844.04
Cash	2,088.24
Total	\$936,932.28

<i>Liabilities.</i>	
(Stocks and bonds issued by Concord & Montreal Railroad.)	
Capital stock, common, Concord & Montreal Railroad, 2,500 shares	\$250,000.00
Premium on Concord & Montreal Railroad stock sold	213,932.28
Funded debt, Concord & Montreal Railroad, 3½ per cent bonds, dated June 1, 1901, due June 1, 1920	473,000.00
Total	\$936,932.28
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	2,223,220
Number of passengers carried per mile of railway track operated	79,742
Number of round trips run	84,291
Number of car miles run	734,969
Average number of persons employed	112
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	30
Open passenger cars equipped for electric power	10
Total	40
Number of all above cars with 4 wheels	12
Number of all above cars with 8 wheels	28
Construction, repair, and other work cars	2
Snowplows	3
DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated by C. & M. R. R.	27.88 miles
Length of sidings, switches, etc., owned and operated by C. & M. R. R.	2.34 "
Total length, computed as single track	30.22 miles

Motive power, all electric.

System of electric motive power used by the company, 500-volt direct current supplied partly by direct current generators and partly by rotary sub-stations.

The railway is located in Concord, Pembroke, Allenstown and Hooksett.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....		1		2		3
Employees.....				1		1
Other persons.....			1	3	1	3
Total.....		1	1	6	1	7

STATEMENT OF EACH ACCIDENT.

July 5, 1905. Concord. Walter Hanson, left foot jammed; while loading ties one of them fell on his foot.

July 25, 1905. West Concord. Eva Stone, head hurt, unconscious; jumped off moving car.

January 10, 1906. Allentown. Ignace Malo, leg cut off, fatal; clinging to truss rod under car and fell under wheels.

February 20, 1906. Allentown. Mrs. James Ordway, Miss Crocker, bruised and shaken up; driving over electric car track, sleigh tipped over.

May 23, 1906. Suncook. Eunice Grace. Badly shaken up, unconscious; jumped off moving car.

June 6, 1906. Concord. Hattie Cogswell, bruised; forward truck of car left track.

June 24, 1906. Allentown. Norris Stevens, bruised and shaken up; forward truck of car derailed, striking Mr. Stevens' team, throwing him out.

PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

[Management and operation of Concord & Manchester Electric Branch, directed by Boston & Maine officers.]

President, Lucius Tuttle, Boston, Mass.; third vice-president and general manager, Frank Barr, Boston, Mass.; treasurer, Herbert E. Fisher, Boston, Mass.; fourth vice-president and general auditor, William J. Hobbs, Boston, Mass.; clerk of corporation, William B. Lawrence, Boston, Mass.; superintendent, William F. Ray, Concord, N. H.; assistant superintendent, Henry A. Albin, Concord, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass.; Samuel C. Lawrence, Medford, Mass.; Richard Olney, Boston, Mass.; Alvah W. Sulloway, Franklin, N. H.; Joseph H. White, Brookline, Mass.; Walter Hunnewell, Wellesley, Mass.; Lewis Cass Ledyard, New York, N. Y.; Henry M. Whitney, Brookline, Mass.; Henry F. Dimock, New York, N. Y.; Walter Whiting, Holyoke, Mass.; Alexander Cochrane, Boston, Mass.; Charles M. Pratt, New York, N. Y.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

LUCIUS TUTTLE,
President.

HERBERT E. FISHER,
Treasurer.

WILLIAM J. HOBBS,
Fourth Vice-President and General Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. September 18, 1906. Then personally appeared the above-named Lucius Tuttle, president; Herbert E. Fisher, treasurer; and William J. Hobbs, fourth vice-president and general auditor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. A. RYDER,
Justice of the Peace.

REPORT

OF THE

CHESTER & DERRY RAILROAD ASSOCIATION

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$14,667.65
Operating expenses	9,813 17
Net income from operation	\$4,854.48
Charges upon income accrued during the year:	
Interest on funded debt	\$2,500.00
Interest and discount on unfunded debts and loans	418.70
Total charges and deductions from income	2,918.70
Surplus for year ending June 30, 1906	\$1,935.78
Amount of surplus June 30, 1905	5,571.92
Total surplus June 30, 1906	\$7,507.70
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$12,660.25
Receipts from carriage of mails	521.12
Receipts from carriage of freight and express	1,436.84
Sundry	49.44
Gross income from operation	\$14,667.65
EXPENSES OF OPERATION.	
General expenses:	
Insurance	\$403.00
Tickets	62.50

Maintenance of roadway and buildings:	
Repairs of roadbed and track	\$1,366.68
Repairs of electric line construction	6.86
Removal of snow and ice	54.80
Repairs of buildings	20.50
Maintenance of equipment:	
Repairs of cars and other vehicles	266.42
Repairs of electric equipment of cars	498.49
Transportation expenses:	
Cost of electric motive power	3,000.00
Wages and compensation of persons employed in conducting transportation	3,533.77
Rentals of buildings and other property	45.50
Heating	108.00
Sundry	446.65
Total operating expenses	\$9,813.17

PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Additional equipment of power stations, genera- tor	\$500.00
Other new buildings necessary for operation of railway, elevator	799.91
Total additions to property account	\$1,299.91

GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Railway:	
Roadbed and tracks	\$64,094.00
Electric line construction, includ- ing poles, wiring, feeder lines, etc.	17,709.34
Total cost of railway owned	\$81,803.34
Equipment:	
Cars and other rolling stock and vehicles	\$7,475.23
Electric equipment of same	6,601.59
Snowplows	1,700.00
Total cost of equipment owned	15,776.82

Land and buildings:	
Land necessary for operation of railway	\$3,500.00
Electric power stations, including equipment	3,000.00
Other buildings necessary for operation of railway	4,013.85
Total cost of lands and buildings owned	\$10,513.85
Pavilion	3,013.78
Total permanent investments	\$111,107.79
Cash and current assets:	
Cash	\$3,078.41
Sinking and other special funds	1,000.00
Total cash and current assets	4,078.41
Total	\$115,186.20
Liabilities.	
Capital stock, common	\$50,000.00
Funded debt	50,000.00
Loans and bills payable	7,678.50
Interest accrued and not yet due	208.33
Profit and loss balance—surplus	7,299.37
Total	\$115,186.20
CAPITAL STOCK.	
Capital stock authorized by law, common	\$50,000.00
Capital stock issued and outstanding, common	50,000.00
Number of shares issued and outstanding, common	500
Number of stockholders, common	137
Number of stockholders in New Hampshire, common	134
Amount of stock held in New Hampshire, common	\$49,500.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	300,966
Number of car miles run	56,402
Average number of persons employed	6

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during the year.
First mortgage 5-30 Gold Bonds	5%	.....	\$50,000.00	\$2,500.00
Total .....	.....	.....	\$50,000.00	\$2,500.00

EQUIPMENT OWNED.

Box passenger cars equipped for electric power	5
Open passenger cars equipped for electric power	5
Total	10
Snowplows	1
Freight car	1
Two generators.	

DESCRIPTION OF RAILWAY.

Length of railway line owned and operated . .	7¾ miles
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Motive power, all electric.

This railway is located in Chester and Derry.

PROPER ADDRESS OF THE COMPANY.

CHESTER & DERRY RAILROAD ASSOCIATION.

DERRY, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Greenleaf K. Bartlett; vice-president, Charles Bartlett; treasurer, F. J. Shepard; auditor and clerk of corporation, A. H. Wilcomb; general counsel, G. K. Bartlett; general manager, F. J. Shepard; superintendent, Charles Bartlett.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Greenleaf K. Bartlett, F. J. Shepard, Charles Bartlett, Derry, N. H.; A. H. Wilcomb, Nathan W. Goldsmith, George S. West, Chester, N. H.; William S. Pillsbury, Londonderry, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

G. K. BARTLETT,
President.

F. J. SHEPARD,
Treasurer.

CHARLES BARTLETT,
Superintendent.

STATE OF NEW HAMPSHIRE.

ROCKINGHAM, ss. August 27, 1906. Then personally appeared the above-named G. K. Bartlett, F. J. Shepard, and Charles Bartlett and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

JOSEPH B. BARTLETT,
Justice of the Peace.

REPORT

OF THE

CLAREMONT RAILWAY & LIGHTING COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$29,288.36
Operating expenses	23,759.87
Net income from operation	\$5,528.49
Interest on funded debt	5,783.12
Deficit for year ending June 30, 1906	\$254.63
Amount of surplus June 30, 1905	4,104.95
Total surplus June 30, 1906	\$3,850.32
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$17,925.28
Receipts from carriage of mails	250.00
Receipts from carriage of freight and express	10,905.48
Receipts from advertising in cars	56.25
Baggage	151.35
Gross income from operation	\$29,288.36
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks ($\frac{1}{2}$ total)	\$1,405.50
General office expenses and supplies ($\frac{1}{2}$ total)	464.54
Insurance	174.96
Park expenses	1,254.02

Maintenance of roadway and buildings:		
Repairs of roadbed and track		\$975.96
Repairs of electric line construction		90.65
Removal of snow and ice ,		523.14
Maintenance of equipment:		
Repairs of cars and other vehicles		1,240.55
Repairs of electric equipment of cars		699.63
Transportation expenses:		
Cost of electric motive power (60 per cent total less extra man and time, \$1,354)		4,751.82
Wages and compensation of persons employed in conducting transportation		4,729.98
Damages for injuries to persons and property		2,548.50
Freight transportation		3,230.25
Incidental expense, oil, grease, sand, labor, etc. . . .		1,670.37
Total operating expenses		\$23,759.87
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
Extension of railway and tracks (length, 1,500 feet)	\$3,744.66	
New electric line construction (length, 3,000 feet)	748.23	
Total additions to railway		\$4,492.89
Additional cars, improvements	\$691.99	
Electrical equipment of same, 2 new motors, controllers, etc. . . .	1,598.87	
Other additional equipment	59.92	
Total additions to equipment		2,350.78
Additional land necessary for operation of railway	\$250.00	
Additional equipment of power stations	1,894.99	
Other new buildings necessary for operation of railway	123.26	
Total additions to land and buildings		2,268.25
Accrued interest on construction accounts brought up to July 1, 1906	\$61,546.14	
Engineering expenses	1,417.97	
Electric line construction lighting system	1,347.55	

Sundry equipment, lighting system, meters, loans, etc. . . .	\$2,325.32	
Total additions to other permanent property		\$66,636.98
Total additions to property account . . .		\$75,748.90

GENERAL BALANCE SHEET.

<i>Assets.</i>		
Railway:		
Roadbed and tracks	\$134,721.81	
Electric line construction, including poles, wiring, feeder lines, etc.	28,526.81	
Interest accrued during construction of railway	73,342.92	
Salaries, engineering, and other expenses incident to construction	21,131.87	
Total cost of railway owned		\$257,723.41
Equipment:		
Cars and other rolling stock and vehicles	\$23,260.45	
Electric equipment of same	19,481.04	
Other items of equipment	1,286.57	
Total cost of equipment owned		44,028.06
Land and buildings:		
Land necessary for operation of railway	\$14,089.03	
Electric power stations, including equipment	130,563.39	
Other buildings necessary for operation of railway	5,449.09	
Total cost of lands and buildings owned		150,101.51
Other permanent property:		
Old Electric Light Company	\$23,110.00	
Overhead construction lighting system	13,842.44	
Sundry equipment, meters, transformers, etc.	7,621.25	
Total cost other permanent property owned		44,573.69
Total permanent investments		\$496,426.67

Cash and current assets:		
Cash	\$489.67	
Bills and accounts receivable	336.27	
Total cash and current assets		\$825.94
Miscellaneous assets:		
Materials and supplies	\$2,823.12	
Park construction account	220.40	
Total miscellaneous assets		3,043.52
Total		\$500,296.13
Liabilities.		
Capital stock, common		\$186,160.50
Funded debt		180,000.00
Loans and bills payable		122,180.11
Profit and loss balance—surplus		11,955.52
Total		\$500,296.13
CAPITAL STOCK.		
Capital stock authorized by law, common		\$260,000.00
Capital stock authorized by votes of company, common		260,000.00
Capital stock issued and outstanding, common		185,900.00
Amount paid in on shares not yet issued		260.50
Number of shares issued and outstanding, common		1,859
Number of stockholders, common		87
Number of stockholders in New Hampshire, common		76
Amount of stock held in New Hampshire, common		\$61,000.00
VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the year		362,348
Number of passengers carried per mile of railway track operated		68,000
Number of round trips run		9,445
Number of car miles run		99,022
Average number of persons employed		28

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during the year.
20-Year First Mortgage Gold Bonds.....	5%	Apr. 1, 1925	\$180,000.00	
Total.....			\$180,000.00	

EQUIPMENT OWNED.

Box passenger cars equipped for electric power	4
Open passenger cars equipped for electric power	4
Total passenger cars of all kinds	8
Number of all above cars with 4 wheels . .	3
Number of all above cars with 8 wheels . .	5
Number of electric cars equipped with fenders .	8
Snowplows	1
Freight motor car, 8 wheel, 4 motor	1
Electric motors	28

DESCRIPTION OF RAILWAY.

Length of railway line owned and operated .	5.33 miles
Length of second track owned and operated .	1.995 "
Length of sidings, switches, etc., owned and operated . . . . .	.66 "
Total length, computed as single track .	7.985 miles

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine, Concord & Claremont Division, Pleasant street, Claremont	2	1
With Boston & Maine, Concord & Claremont Division, Claremont Junction	1	1
Total.....	3	2

At all the above crossings frogs are inserted in the tracks.

Motive power, all electric.
 System of electric motive power used by the company, overhead trolley, General Electric and Westinghouse motors.
 This railway is located in Claremont.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	17	.....	.....	.....	.....
Employees	2	.....	1	.....	.....
Other persons
Total	19	.....	1	.....	20

STATEMENT OF EACH ACCIDENT.

Head-on collision between two passenger cars June 29, 1906, causing injuries to seventeen passengers and three employees.

PROPER ADDRESS OF THE COMPANY.

CLAREMONT RAILWAY & LIGHTING COMPANY.

CLAREMONT, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Hira R. Beckwith; vice-president, John T. Emerson; treasurer, Louis N. Wheelock; auditor, Oscar B. Rand; clerk of corporation, E. H. Heywood; general counsel, F. H. Brown; general manager, L. N. Wheelock.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Hira R. Beckwith, John T. Emerson, Oscar B. Rand, Frank H. Foster, Ira F. Chandler, Louis N. Wheelock, Claremont, N. H.; M. F. Dickinson, 53 State street, Boston.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

HIRA R. BECKWITH,
President.

LOUIS N. WHELOCK,
Treasurer and General Manager.

STATE OF NEW HAMPSHIRE.

SULLIVAN, ss. Claremont, September 13, 1906. Then personally appeared the above-named Hira R. Beckwith, president, and Louis N. Wheelock, treasurer and superintendent of above-named corporation, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

F. H. BROWN,
Justice of the Peace.

REPORT

OF THE

DOVER, SOMERSWORTH & ROCHESTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$91,882.26
Operating expenses	60,453.88
Net income from operation	\$31,428.38
Charges upon income accrued during the year:	
Interest on funded debt	\$15,000.00
Interest and discount on unfunded debts and loans	1,885.85
Taxes	2,064.01
Sinking fund, 1906	5,500.00
Total charges and deductions from income	24,449.86
Surplus for year ending June 30, 1906	\$6,978.52
Amount of deficit June 30, 1905	58,520.50
Total deficit	\$51,541.98
Additions during the year:	
Bond interest written off	\$300.00
Lease cancelled and loss in operating under E. H. & A. assumed by Dover, Somersworth & Rochester St. Ry.	65,775.00
Total additions	\$66,075.00
Deductions during the year:	
Sinking fund, 1904 and 1905	10,000.00
Net addition for the year	56,075.00
Total surplus June 30, 1906	\$1,533.02

Amount of surplus June 30, 1905	\$65,775.00
Lease cancelled	65,775.00
Total surplus June 30, 1906	nothing
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$90,154.00
Receipts from rentals of buildings and other property	546.65
Receipts from advertising in cars	300.00
Receipts from interest on deposits	422.95
Net income, Central Park, Somersworth	1.71
Sale of old material	456.95
Gross income from operation	\$91,882.26
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$2,828.07
General office expenses and supplies	770.30
Legal expenses	228.05
Insurance	1,300.50
Advertising	909.81
Miscellaneous general expense	801.04
Maintenance of roadway and buildings:	
Repairs of roadbed and track	5,860.30
Repairs of electric line construction	2,342.60
Removal of snow and ice	323.27
Repairs of buildings	243.03
Maintenance of equipment:	
Repairs of cars and other vehicles	3,793.63
Repairs of electric equipment of cars	2,024.45
Transportation expenses:	
Cost of electric motive power	12,745.40
Wages and compensation of persons employed in conducting transportation	20,002.00
Damages for injuries to persons and property	4,479.73
Rentals of buildings and other property	89.92
Car service, supplies, and express	1,125.30
Cleaning and sanding track	586.48
Total operating expenses	\$60,453.88

**PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS
DURING THE YEAR.**
Additions:

New electric line construction	\$3.40
Other additional rolling stock and vehicles	275.00
Additional land necessary for operation of railway, new elec- tric power stations, including machinery, additional equip- ment of power stations	408.52
Engineering	75.00
	<hr/>

Total additions to property account	\$761.92
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Deductions:

Track	\$189.84
Tools and fixtures	7.12
	<hr/>

Total deductions from property account	196.96
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Net addition to property account for the year	\$564.96
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GENERAL BALANCE SHEET.*Assets.***Railway:**

Roadbeds and tracks	\$223,896.11
Electric line construction, includ- ing poles, wiring, feeder lines, etc.	138,660.27
Salaries, engineering, and other expenses incident to construc- tion	9,431.65
	<hr/>

Total cost of railway owned	\$371,988.03
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Equipment:

Cars and other rolling stock and vehicles	\$55,812.41
Electric equipment of same	55,321.65
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Total cost of equipment owned	111,134.06
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Land and buildings:

Land necessary for operation of railway, electric power sta- tions, including equipment, other buildings necessary for operation of railway	227,633.13
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Total cost of lands and buildings owned	227,633.13
Shop tools	149.59

Cash and current assets:		
Bills and accounts receivable	\$253.21	
Sinking and other special funds	15,500.00	
Total cash and current assets		\$15,753.21
Total		\$726,658.02
Liabilities.		
Capital stock, common		\$375,000.00
Funded debt		300,000.00
Loans and bills payable		2,000.00
Matured interest coupons unpaid (including coupons due July 1)		29,625.00
Sinking fund reserve		15,500.00
Profit and loss balance—surplus		4,533.02
Total		\$726,658.02

CAPITAL STOCK.		
Capital stock authorized by law, common		\$375,000.00
Capital stock authorized by votes of company, common		375,000.00
Capital stock issued and outstanding, common		375,000.00
Number of shares issued and outstanding, common		3,750
Number of stockholders, common		6
Number of stockholders in New Hampshire, common		1
Amount of stock held in New Hampshire, common		\$100.00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during the year.
First Mortgage, Gold Bonds	5%	July 1, 1921	\$300,000.00	\$5,075.00
Total			\$300,000.00	\$5,075.00

SPECIAL FUNDS.		
Additions during the year to sinking fund		\$15,500.00

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year .	1,848,113
Number of passengers carried per mile of rail- way track operated	108,680
Number of round trips run	11,003
Number of car miles run	374,300
Average number of persons employed	50
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	21
Open passenger cars equipped for electric power	15
Total passenger cars of all kinds	36
Number of all above cars with 4 wheels . . .	16
Number of all above cars with 6 wheels . . .	2
Number of all above cars with 8 wheels . . .	18
Number of electric cars equipped with fenders .	18
Construction, repair, and other work cars . .	2
Snowplows	3
Sleighs	2
Electric motors	68
DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated . .	17.005 miles
Length of sidings, switches, etc., owned and oper- ated . . . . .	.739 "
Total length, computed as single track . .	17.744 miles
Motive power, all electric.	
System of electric motive power used by the company, West- inghouse and General Electric.	
This railway is located in Dover, Somersworth, Rochester, and Gonic.	

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With B. & M. R. R., W. N. & P. Division, Main Street, Rochester.....	1	
With B. & M. R. R., Northern Division, Railroad Ave., Rochester	2	
With B. & M. R. R., Eastern Division, Central Ave., Dover	1	
With B. & M. R. R., Eastern Division, Washington Street, Dover	1	
With B. & M. R. R., Western Division, Central Ave., Dover	3	
Total	8	

Number of above crossings at which frogs are inserted in the tracks, 8.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....		6		3		9
Employees.....				1		1
Other persons..						
Total		6		4		10

STATEMENT OF EACH ACCIDENT.

August 19, 1905. Car started while man was boarding same, causing him to fall against running board. Muscle of leg injured.

September 24, 1905. Rear-end collision. Man had knee hurt.

September 28, 1905. Derailment. Man had foot hurt slightly.

October 2, 1905. Employee splicing wire, slipped and fell, injuring his back.

October 19, 1905. Curtain rod struck man near eye.
November 4, 1905. Man injured in side by sudden starting of car.
March 10, 1906. Derailment. Man had fingers jammed.
June 2, 1906. Horse frightened, threw driver out, shaking him up.
June 3, 1906. Two men driving across track in team stopped in front of car. Car struck team, injuring one man slightly.
June 24, 1906. Woman fell while alighting from car. Shaken up.

PROPER ADDRESS OF THE COMPANY.

DOVER, SOMERSWORTH & ROCHESTER STREET RAILWAY
COMPANY,
HAMPTON, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, D. A. Belden, 50 Merrimac street, Haverhill, Mass.; vice-president, S. W. Emery, 53 State street, Boston, Mass.; treasurer and auditor, Samuel P. Russell, 50 Merrimac street, Haverhill, Mass.; assistant treasurer and clerk of corporation, C. P. Hayden, Hampton, N. H.; general counsel, Samuel W. Emery, 53 State street, Boston, Mass.; general manager, Franklin Woodman, 50 Merrimac street, Haverhill, Mass.; superintendent, A. B. Leighton, Dover, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass.; Samuel W. Emery, Boston, Mass.; Clarence P. Hayden, Hampton, N. H.; Charles F. Ayer, Lowell, Mass.; Reginald H. Johnson, Braintree, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DAVID A. BELDEN,
President.

SAMUEL P. RUSSELL,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX ss. September 21, 1906. Then personally appeared the above-named David A. Belden, Samuel P. Russell, Franklin Woodman and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. POOR,
Notary Public.

REPORT

OF THE

EXETER, HAMPTON & AMESBURY STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$48,035.40
Operating expenses	48,682.82
Net income from operation, loss	\$647.42
Miscellaneous income:	
Gain from operating Amesbury & Hampton Street Railway July 1 to November 30, 1905.	4,460.67
Gross income above operating expenses	\$3,813.25
Charges upon income accrued during the year:	
Interest on funded debt	\$11,250.00
Interest and discount on un- funded debts and loans	1,395.86
Taxes	324.80
Amesbury & Hampton to Nov. 30	3,750.00
Payment to sinking and other spe- cial funds:	
Sinking fund due June 1, 1904	3,000.00
Sinking fund due June 1, 1905	3,000.00
Total charges and deductions from income	22,720.66
Deficit for year ending June 30, 1906	\$18,907.41
Amount of deficit June 30, 1905	230,544.26
Total	\$249,451.67

Leases cancelled and accrued losses in operating assumed by all railways excepting Amesbury & Hampton	\$164,390.89	
Accrued taxes written off	7.13	
Total additions		\$164,398.02
Total deficit June 30, 1906		\$85,053.65

EARNINGS FROM OPERATION.

Receipts from passengers carried	\$43,547.41
Receipts from carriage of mails	2,396.75
Receipts from carriage of freight and express	369.65
Receipts from tolls for use of tracks by other companies	179.50
Receipts from rentals of buildings and other property	468.75
Receipts from advertising in cars	149.00
Receipts from interest on deposits	5.43
Sale of old material	918.91
Gross income from operation	\$48,035.40

EXPENSES OF OPERATION.

General expenses:	
Salaries of general officers and clerks	\$2,068.37
General office expenses and supplies	593.46
Legal expenses	144.73
Insurance	1,147.79
Advertising and attractions	2,936.05
Miscellaneous general expense	467.12
Maintenance of roadway and buildings:	
Repairs of roadbed and track	5,346.69
Repairs of electric line construction	1,132.63
Removal of snow and ice	232.78
Repairs of buildings	239.82
Maintenance of equipment:	
Repairs of cars and other vehicles	2,379.76
Repairs of electric equipment of cars	1,787.59
Shop expense	87.89
Transportation expenses:	
Cost of electric motive power	12,422.71
Wages and compensation of persons employed in conducting transportation	13,646.57

Damages for injuries to persons and property .	\$1,859.41	
Rentals of buildings and other property . .	288.74	
Car service, supplies and expenses	1,900.71	
Total operating expenses	\$48,682.82	
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.		
Additions:		
Additional cars	\$34.80	
Additional equipment of power stations	25,352.70	
Hampton Beach buildings	147.91	
Total additions to property account . .	\$25,535.41	
Deductions:		
Electric line	\$1,792.48	
Buildings	357.99	
Furniture and fixtures	1,688.50	
Total deductions from property account .	3,838.97	
Net addition to property account for the year	\$21,696.44	
GENERAL BALANCE SHEET.		
<i>Assets.</i>		
Railway:		
Roadbed and tracks	\$198,695.46	
Electric line construction, includ- ing poles, wiring, feeder lines, etc.	116,163.16	
Interest accrued during con- struction of railway	16,875.00	
Salaries, engineering, and other expenses incident to construc- tion	15,493.21	
Total cost of railway owned	\$347,226.83	
Equipment:		
Cars and other rolling stock and vehicles	\$26,853.96	
Electric equipment of same	27,692.87	
Other items of equipment	510.00	
Total cost of equipment owned	55,056.83	
Cost of lands and buildings owned	147,694.11	

Other permanent property:		
Shop tools	\$1,548.96	
Office furniture and fixtures	17.50	
Hampton Beach investment	63,962.04	
Total cost of other permanent property owned		\$65,528.50
Total permanent investments		\$615,506.27
Cash and current assets:		
Cash	\$2,187.35	
Bills and accounts receivable	280.76	
Sinking and other special funds	6,000.00	
Total cash and current assets		8,468.11
Materials and supplies		73.15
Profit and loss balance—deficit		85,053.65
Total		\$709,101.18
<i>Liabilities.</i>		
Capital stock, common		\$360,000.00
Funded debt		225,000.00
Current liabilities:		
Salaries and wages	\$84,713.88	
Matured interest coupons unpaid (including coupons due July 1)	11,250.00	
Rentals due July 1	20,875.00	
Total current liabilities		116,838.88
Accrued liabilities:		
Interest accrued and not yet due	\$937.50	
Taxes accrued and not yet due	324.80	
Total accrued liabilities		1,262.30
Sinking fund reserve		6,000.00
Total		\$709,101.18
CAPITAL STOCK.		
Capital stock authorized by law, common		\$360,000.00
Capital stock authorized by votes of company, common		360,000.00
Capital stock issued and outstanding, common		360,000.00
Number of shares issued and outstanding, common		3,600

Number of stockholders, common	6
Number of stockholders in New Hampshire, common	1
Amount of stock held in New Hampshire, common	\$100.00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during year.
First Mortgage, 20-year Gold Bonds.....	5%	June, 1919	\$225,000.00	
Total.....			\$225,000.00	

SPECIAL FUNDS.

Sinking fund	\$6,000.00
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VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	935,272
Number of passengers carried per mile of railway track operated	45,182
Number of round trips run	6,800
Number of car miles run	281,412
Average number of persons employed	35

EQUIPMENT OWNED.

Box passenger cars equipped for electric power	4
Open passenger cars equipped for electric power	8
Total passenger cars of all kinds	12
Mail car—electric	1
Number of all above cars with 4 wheels	11
Number of all above cars with 8 wheels	2
Number of electric cars equipped with fenders	13
Construction, repair, and other work cars	8
Snowplows	3
Electric motors	18

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated .	20.721 miles
Length of sidings, switches, etc., owned and operated . . . . .	.885 "
Total length, computed as single track . .	21.606 miles

Motive power, all electric.

System of electric motive power used by the company, Westinghouse and General Electric.

This railway is located in Exeter, Hampton, Hampton Beach.

GENERAL REMARKS AND EXPLANATIONS.

May 15, 1906, Allen Hollis of Concord, N. H., took charge as receiver.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	.....	1	.....	3	.....	4
Employees.....	.....	.....	.....	.....	.....	.....
Other persons...	2	.....	.....	.....	2	.....
Total.....	2	1	.....	3	2	4

STATEMENT OF EACH ACCIDENT.

August 3, 1905. Car derailed. Woman had head hurt and a man had his leg hurt.

August 9, 1905. Woman fell alighting. Left leg broken.

August 27, 1905. Intoxicated man, lying near track at night, struck on head and killed.

September 2, 1905. Man lying in gutter, at night, struck by car and killed.

October 28, 1905. Man stepped from moving car and fell, injuring his side and back.

June 24, 1906. Lightning caused overhead to flash fire. Two women fainted.

PROPER ADDRESS OF THE COMPANY.

EXETER, HAMPTON & AMESBURY STREET RAILWAY
COMPANY,

HAMPTON, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, D. A. Belden, 50 Merrimac street, Haverhill, Mass.; vice-president, S. W. Emery, 53 State street, Boston, Mass.; treasurer and auditor, Samuel P. Russell, 50 Merrimac street, Haverhill, Mass.; assistant treasurer and clerk of corporation, C. P. Hayden, Hampton, N. H.; general counsel, Samuel W. Emery, 53 State street, Boston, Mass.; general manager, Franklin Woodman, 50 Merrimac street, Haverhill, Mass.; superintendent, C. P. Hayden, Hampton, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass.; Samuel W. Emery, Boston, Mass.; Clarence P. Hayden, Hampton, N. H.; Charles F. Ayer, Lowell, Mass.; Reginald H. Johnson, Braintree, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DAVID A. BELDEN,
President.

SAMUEL P. RUSSELL,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. September 21, 1906. Then personally appeared the above-named David A. Belden, Samuel P. Russell, Franklin Woodman and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. POOR,
Notary Public.

REPORT

OF THE

HAVERHILL, PLAISTOW & NEWTON STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$33,041.76
Operating expenses	25,379.94
Net income from operation	\$7,661.82
Charges upon income accrued during the year:	
Interest on funded debt	\$7,250.00
Interest and discount on unfunded debts and loans	368.70
Taxes	14.00
Total charges and deductions from income	7,632.70
Surplus for year ending June 30, 1906	\$29.12
Amount of deficit June 30, 1905	33,000.86
Total	\$32,971.74
Additions during the year:	
Lease cancelled and loss in operating under E. H. & A. assumed by Haverhill, Plaistow & Newton Street Railway	35,405.00
Total surplus June 30, 1906	\$2,433.26
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$32,604.82
Receipts from advertising in cars	95.48
Receipts from interest on deposits	58.10
Sale old material	283.36
Gross income from operation	\$33,041.76

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks . . .	\$1,272.80
General office expenses and supplies . . .	347.30
Legal expenses	102.71
Insurance	457.04
Advertising	296.10
Miscellaneous general expense	267.12
Maintenance of roadway and buildings:	
Repairs of roadbed and track	1,593.29
Repairs of electric line construction	699.90
Removal of snow and ice	174.60
Repairs of buildings	130.57
Maintenance of equipment:	
Repairs of cars and other vehicles	1,428.19
Repairs of electric equipment of cars	993.45
Transportation expenses:	
Cost of electric motive power	7,037.87
Wages and compensation of persons employed in conducting transportation	7,705.81
Damages for injuries to persons and property	1,609.02
Rentals of buildings and other property	40.74
Car service, supplies and expenses	609.71
Cleaning and sanding track	613.72
Total operating expenses	\$25,379.94
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Additions:	
New electric line construction	\$1,798.29
Total additions to equipment	300.00
Total additions to property account	\$2,098.29
Deductions:	
Track	\$65.70
Land and buildings	25,182.82
Office furniture	104.23
Total deductions from property account	25,352.75
Net deductions from property account for the year	\$23,254.46

GENERAL BALANCE SHEET.

Assets.

Railway:		
Roadbed and tracks	\$107,467.97	
Electric line construction, including poles, wiring, feeder lines, etc.	44,584.62	
Salaries, engineering, and other expenses incident to construction	9,132.73	
Total cost of railway owned		\$161,185.32
Equipment:		
Cars and other rolling stock and vehicles	\$51,661.71	
Electric equipment of same	47,505.32	
Total cost of equipment owned		99,167.03
Land and buildings:		
Land necessary for operation of railway, electric power stations, including equipment, other buildings necessary for operation of railway		95,336.73
Shop tools		138.20
Total permanent investments		\$355,827.28
Bills and accounts receivable		38,355.98
Total		\$394,183.26

Liabilities.

Capital stock, common	\$225,000.00
Funded debt	145,000.00
Matured interest coupons unpaid (including coupons due July 1)	21,750.00
Profit and loss balance—surplus	2,433.26
Total	\$394,183.26

CAPITAL STOCK.

Capital stock authorized by law, common	\$225,000.00
Capital stock authorized by votes of company, common	225,000.00
Capital stock issued and outstanding, common	225,000.00
Number of shares issued and outstanding, common	2,250

Number of stockholders, common	6
Number of stockholders in New Hampshire, common	1
Amount of stock held in New Hampshire, common	\$100.00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during the year.
First mortgage gold bonds	5%	July 1, 1921	\$145,000.00	.....
Total			\$145,000.00	.....

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	686,670
Number of passengers carried per mile of railway track operated	84,202
Number of round trips run	10,390
Number of car miles run	169,400
Average number of persons employed	20

EQUIPMENT OWNED.

Box passenger cars equipped for electric power	7
Open passenger cars equipped for electric power	6
Total passenger cars of all kinds	13
Number of all above cars with 8 wheels	13
Number of electric cars equipped with fenders	13
Construction, repair, and other work cars	2
Electric motors	32

DESCRIPTION OF RAILWAY.

Length of railway line owned and operated	8.155 miles
Length of sidings, switches, etc., owned and operated . . . . .	.319 "
Total length, computed as single track	8.474 miles

Motive power, all electric.

System of electric motive power used by the company, Westinghouse and General Electric.

This railway is located in Plaistow and Newton.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine Railroad, Western Division, Main Street, Newton, N. H.	2	
Total number of tracks at crossings	2	

Number of above crossings at which frogs are inserted in the tracks, 2.

PROPER ADDRESS OF THE COMPANY.

HAVERHILL, PLAISTOW & NEWTON STREET RAILWAY
COMPANY,

HAMPTON, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, D. A. Belden, 50 Merrimac street, Haverhill, Mass.; vice-president, S. W. Emery, 53 State street, Boston, Mass.; treasurer and auditor, Samuel P. Russell, 50 Merrimac street, Haverhill, Mass.; assistant treasurer and clerk of corporation, C. P. Hayden, Hampton, N. H.; general counsel, Samuel W. Emery, 53 State street, Boston, Mass.; general manager, Franklin Woodman, 50 Merrimac street, Haverhill, Mass.; superintendent, C. P. Hayden, Hampton, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass.; Samuel W. Emery, Boston, Mass.; Clarence P. Hayden, Hampton, N. H.; Charles F. Ayer, Lowell, Mass.; Reginald H. Johnson, Braintree, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DAVID A. BELDEN,
President.

SAMUEL P. RUSSELL,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. September 21, 1906. Then personally appeared the above-named David A. Belden, Samuel P. Russell, Franklin Woodman and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. POOR,
Notary Public.

REPORT

OF THE

HUDSON, PELHAM & SALEM ELECTRIC RAILWAY COMPANY

[And of D. A. Belden, Receiver.]

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$94,147.04
Operating expenses	84,487.36
Net income from operation	\$9,659.68
Charges upon income accrued during the year:	
Interest on funded debt	\$18,250.00
Interest and discount on unfunded debts and loans	4,662.43
Taxes	4.12
Total charges and deductions from income	22,916.55
Deficit for year ending June 30, 1906	\$13,256.87
Amount of deficit June 30, 1905	121,594.05
Total deficit June 30, 1906	\$134,850.92
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$92,192.27
Receipts from carriage of mails	451.84
Receipts from advertising in cars	281.20
Receipts from interest on deposits	7.32
Sale of old material	1,214.41
Gross income from operation	\$94,147.04

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$3,810.49
General office expenses and supplies	1,038.61
Legal expenses	470.85
Insurance	1,521.90
Advertising	2,601.01
Miscellaneous general expense	860.47
Maintenance of roadway and buildings:	
Repairs of roadbed and track	3,176.78
Repairs of electric line construction	1,299.59
Removal of snow and ice	167.21
Repairs of buildings	109.08
Maintenance of equipment:	
Repairs of cars and other vehicles	7,186.39
Repairs of electric equipment of cars	5,103.16
Transportation expenses:	
Cost of electric motive power	21,831.88
Wages and compensation of persons employed in conducting transportation	24,463.98
Damages for injuries to persons and property	4,539.33
Tolls for trackage rights over other railways	3,096.20
Rentals of buildings and other property	117.57
Car service, supplies and expenses	1,805.58
Cleaning and sanding track	1,287.28
Total operating expenses	\$84,487.36
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Additions:	
Extension of railway and tracks (length, 8,874 feet)	\$12,177.26
New electric line construction	2,827.13
Total additions to railway	\$15,004.39
Additional cars	\$900.00
Electrical equipment of same	127.00
Total additions to equipment	1,027.00
Additional equipment of power stations	137.14
Additions to other permanent property:	
Engineering	\$92.60
Shop tools	66.34
Total additions to other permanent property	158.94
Net addition to property account for year	\$16,327.47

GENERAL BALANCE SHEET.		
<i>Assets.</i>		
Railway:		
Roadbed and tracks	\$349,748.18	
Electric line construction, including poles, wiring, feeder lines, etc.	96,992.21	
Interest accrued during construction of railway	1,653.57	
Salaries, engineering, and other expenses incident to construction	29,686.38	
Total cost of railway owned		\$478,080.34
Equipment:		
Cars and other rolling stock and vehicles	\$74,298.58	
Electric equipment of same	46,768.87	
Other items of equipment	392.87	
Total cost of equipment owned		121,460.32
Land and buildings:		
Land necessary for operation of railway	\$22,164.34	
Electric power stations, including equipment, other buildings necessary for operation of railway	229,697.22	
Total cost of lands and buildings owned		251,861.56
Shop tools		7,605.79
Total permanent investments		\$859,008.01
Profit and loss balance—deficit		134,850.92
Total		\$993,858.93
<i>Liabilities.</i>		
Capital stock, common		\$475,000.00
Funded debt		365,000.00
Current liabilities:		
Loans and bills payable	\$99,108.93	
Matured interest coupons unpaid (including coupons due July 1)	54,750.00	
Total current liabilities		153,858.93
Total		\$993,858.93

CAPITAL STOCK.	
Capital stock authorized by law, common	\$475,000.00
Capital stock authorized by votes of company, common	475,000.00
Capital stock issued and outstanding, common	475,000.00
Number of shares issued and outstanding, common	4,750
Number of stockholders, common	6
Number of stockholders in New Hampshire, common	1
Amount of stock held in New Hampshire, common	\$100.00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding	Interest paid during the year.
First mortgage gold bonds.	5%	July 1, 1922	\$365,000.00	.....
Total.....	.....	.....	\$365,000.00	.....

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	1,873,604
Number of car miles run	511,200
Average number of persons employed	80

EQUIPMENT OWNED.

Box passenger cars equipped for electric power	8
Open passenger cars equipped for electric power	15
Total passenger cars of all kinds	23
Number of all above cars with 8 wheels	23
Number of electric cars equipped with fenders	23
Snowplows	4
Electric motors	56

DESCRIPTION OF RAILWAY.

Length of railway line owned and operated	27.300 miles
Length of second track owned and operated	1.841 "

Length of sidings, switches, etc., owned and operated	1.075 miles
Trackage over other railways	1.190 "
Total length, computed as single track	31.406 miles

Motive power, all electric.

This railway is located in Hudson, Pelham, and Salem.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	NUMBER OF TRACKS AT CROSSING.	
	Railroad.	Railway.
With Boston & Maine Railroad, Western Div., Main street, Salem	2	

Number of above crossings at which frogs are inserted in the tracks, 2.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers				2		2
Employees						
Other persons		1	1	1	1	2
Total		1	1	3	1	4

STATEMENT OF EACH ACCIDENT.

October 15, 1905. Man standing near track as car approached undertook to cross in front of car. Was struck and slightly injured.

November 29, 1905. Falling trolley wire caught wheel of wagon, throwing two men to the ground. Slight injuries.

January 17, 1906. Man lying on track at night, struck by car and killed.

May 6, 1906. Man fell alighting from moving car. Forehead scraped.

May 20, 1906. Man stepped from moving car, fell, and was injured on head and back.

PROPER ADDRESS OF THE COMPANY.

HUDSON, PELHAM & SALEM ELECTRIC RAILWAY
COMPANY,

HAMPTON, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, D. A. Belden, 50 Merrimac street, Haverhill, Mass.; vice-president, S. W. Emery, 53 State street, Boston, Mass.; treasurer and auditor, Samuel P. Russell, 50 Merrimac street, Haverhill, Mass.; assistant treasurer and clerk of corporation, C. P. Hayden, Hampton, N. H.; general counsel, S. W. Emery, 53 State street, Boston, Mass.; general manager, Franklin Woodman, 50 Merrimac street, Haverhill, Mass.; superintendent, Robert H. Dunbar, Salem, N. H.; receiver, D. A. Belden, 50 Merrimac street, Haverhill, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass.; Samuel W. Emery, Boston, Mass.; Clarence P. Hayden, Hampton, N. H.; Charles F. Ayer, Lowell, Mass.; Reginald H. Johnson, Braintree, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DAVID A. BELDEN,
President.

SAMUEL P. RUSSELL,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

DAVID A. BELDEN,
Receiver.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. September 21, 1906. Then personally appeared the above-named David A. Belden, Samuel P. Russell, Franklin Woodman and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. POOR,
Notary Public.

REPORT

OF THE

KEENE ELECTRIC RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$26,529.53
Operating expenses	20,472.92
Net income from operation	\$6,056.61
Charges upon income accrued during the year:	
Interest on funded debt	\$4,000.00
Interest and discount on unfunded debts and loans	3,098.14
Taxes	17.45
Total charges and deductions from income	7,115.59
Deficit for year ending June 30, 1906	\$1,058.98
Amount of deficit June 30, 1905	3,617.12
Error in interest account for year ending June 30, 1905	472.67
Total deficit June 30, 1906	\$5,148.77
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$26,215.05
Receipts from carriage of mails	262.70
Receipts from advertising in cars	51.78
Gross income from operation	\$26,529.53

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$2,500.00
General office expenses and supplies	494.89
Insurance	533.44
Amusements	402.01
Maintenance of roadway and buildings:	
Repairs of roadbed and track	1,916.65
Repairs of electric line construction	48.80
Removal of snow and ice	137.45
Repairs of buildings	98.81
Maintenance of equipment:	
Repairs of cars and other vehicles	569.66
Repairs of electric equipment of cars	652.48
Transportation expenses:	
Cost of electric motive power	6,170.04
Wages and compensation of persons employed in conducting transportation	6,943.69
Damages for injuries to persons and property	5.00
Total operating expenses	\$20,472.92
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Extension of railway and tracks	\$652.52
Other additional equipment	6.99
Additional equipment of power stations	299.14
Total additions to property account	\$958.65
GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Railway:	
Roadbed and tracks	\$95,326.48
Electric line construction, includ- ing poles, wiring, feeder lines, etc.	19,206.09
Salaries, engineering, and other expenses incident to construc- tion	15,539.05
Total cost of railway owned	\$130,071.62
Equipment:	
Cars and other rolling stock and vehicles, elec- tric equipment of same	31,614.78

Land and buildings:		
Land necessary for operation of railway, electric power stations, including equipment		\$58,267.76
Other permanent property:		
Account Swanzezy extension		65,000.00
Total permanent investments		<u>\$284,954.16</u>
Cash and current assets:		
Cash	\$281.62	
Sinking and other special funds	2,000.00	
Total cash and current assets		<u>2,281.62</u>
Materials and supplies		2,773.64
Profit and loss balance—deficit		5,148.77
Total		<u><u>\$295,158.19</u></u>
<i>Liabilities.</i>		
Capital stock, common		\$145,000.00
Funded debt		80,000.00
Current liabilities:		
Loans and bills payable	\$61,447.78	
Matured interest coupons unpaid (including coupons due July 1)	4,000.00	
Total current liabilities		<u>65,447.78</u>
Interest accrued and not yet due		4,710.41
Total		<u><u>\$295,158.19</u></u>
CAPITAL STOCK.		
Capital stock authorized by law, common		\$220,000.00
Capital stock authorized by votes of company, common		145,000.00
Capital stock issued and outstanding, common		145,000.00
Number of shares issued and outstanding, common		1,450
Number of stockholders, common		10
Number of stockholders in New Hampshire, common		5
Amount of stock held in New Hampshire, common		<u>\$75,500.00</u>

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding	Interest paid during the year.
First mortgage 20-year gold bonds.....	5%	Oct. 1, 1920	\$80,000.00	.....
Total.. ..			\$80,000.00

SPECIAL FUNDS.

Additions during year to coupon fund . . .	\$2,000.00
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VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year .	542,490
Number of round trips run	11,639 5/10
Number of car miles run	145,861
Average number of persons employed . . .	17

EQUIPMENT OWNED.

Box passenger cars equipped for electric power	4
Open passenger cars equipped for electric power	5
Total passenger cars of all kinds	9
Number of all above cars with 4 wheels . .	9
Number of electric cars equipped with fenders	9
Construction, repair, and other work cars . .	2
Snowplows	2
Electric motors	20

DESCRIPTION OF RAILWAY.

Length of railway line owned and operated .	8.344 miles
Length of sidings, switches, etc., owned and operated . . . . .	.240 "
Total length, computed as single track . .	8.584 miles

Motive power, all electric.

System of electric motive power used by company, General Electric Company.

This railway is located in the city of Keene, towns of Marlborough and Swanzev.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine Railroad, at Keene	4	1
" " " South Keene....	3	1
Total number of tracks at crossings.....	7	2

Number of above crossings at which frogs are inserted in the tracks, 2.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers				2		2
Employees						
Other persons....				1		1
Total.....				3		3

STATEMENT OF EACH ACCIDENT.

1. A man stepped from car while it was in motion; was thrown down but not injured.
2. A man's hat blew off and without waiting for conductor to stop the car he jumped to recover it, struck heavily on the ground, rendered unconscious, but not severely injured.
3. Man lying beside the track on country road about 10 P. M. either intoxicated or in a stupor, is claimed to have been hit by the step of the car.

PROPER ADDRESS OF THE COMPANY.

THE KEENE ELECTRIC RAILWAY COMPANY,

KEENE, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Daniel R. Cole, Keene, N. H.; treasurer, George E. Whiting, 178 Devonshire street, Boston, Mass.; auditor, George A. Litchfield, Keene, N. H.; clerk of corporation, Frank H. Whitcomb, Keene, N. H.; general counsel, Charles H. Hersey, Keene, N. H.; general manager, Thomas T. Robinson, 178 Devonshire street, Boston, Mass.; superintendent, John H. Jennings, Keene, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Daniel R. Cole, George A. Litchfield, John H. Jennings, Keene, N. H.; Charles O. Whitney, Marlborough, N. H.; George E. Whiting, Hyde Park, Mass.; T. Russell Robinson, Thomas T. Robinson, Dedham, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DANIEL R. COLE,
President.

GEORGE E. WHITING,
Treasurer.

JOHN H. JENNINGS,
Superintendent.

STATE OF NEW HAMPSHIRE.

CHESHIRE, ss. August 27, 1906. Then personally appeared the above-named Daniel R. Cole, president; George E. Whiting, treasurer, and John H. Jennings, superintendent of the Keene Electric Railway Company, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. HERSEY,
Justice of the Peace.

REPORT

OF THE

LACONIA STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$30,493.35
Operating expenses	20,336.85
Net income from operation	\$10,156.50
Charges upon income accrued during the year:	
Interest on funded debt, interest and discount on unfunded debts and loans	\$9,414.57
Taxes	596.54
Total charges and deductions from income	10,011.11
Surplus for year ending June 30, 1906	\$145.39
Amount of deficit June 30 1905	10,816.15
Total deficit June 30, 1906	\$10,670.76
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$29,660.35
Receipts from rentals of buildings and other property	713.00
Receipts from advertising in cars	120.00
Gross income from operation	\$30,493.35
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$936.00
General office expenses and supplies	619.45
Insurance	833.06

Maintenance of roadway and buildings:	
Repairs of roadbed and track	\$1,108.20
Repairs of electric line construction	224.33
Removal of snow and ice	141.25
Repairs of buildings	628.16
Maintenance of equipment:	
Repairs of cars and other vehicles	1,542.01
Repairs of electric equipment of cars	2,457.14
Transportation expenses:	
Cost of electric motive power	5,641.36
Wages and compensation of persons employed in conducting transportation	5,471.57
Damages for injuries to persons and property	342.42
Other transportation expenses	391.90
Total operating expenses	\$20,336.85
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Additional cars (1 in number),	
express car	\$137.00
Electrical equipment	4,610.09
Total additions to equipment	\$4,747.09
Other new buildings necessary for operation of railway, heating boiler	
	277.92
Total additions to property account	\$5,025.01
GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Railway:	
Roadbed and tracks	\$113,139.92
Electric line construction, includ- ing poles, wiring, feeder lines, etc.	24,200.00
Salaries, engineering, and other expenses incident to construc- tion	3,200.00
Total cost of railway owned	\$140,539.92

Equipment:		
Cars and other rolling stock and vehicles	\$23,237.00	
Electric equipment of same	18,615.09	
Other items of equipment	4,700.00	
Total cost of equipment owned		\$46,552.09
Land and buildings:		
Land necessary for operation of railway	\$1,050.00	
Electric power stations, including equipment	56,000.00	
Other buildings necessary for operation of railway	11,127.92	
Total cost of lands and buildings owned		68,177.92
Tenements		10,600.00
Total permanent investments		\$265,869.93
Cash and current assets:		
Cash	\$2,399.11	
Bills and accounts receivable	2,560.20	
Total cash and current assets		4,959.31
Profit and loss balance—deficit		10,670.76
Total		\$281,500.00
Liabilities.		
Capital stock, common		\$100,000.00
Capital stock, preferred		40,000.00
Funded debt		130,000.00
Loans and bills payable		11,500.00
Total		\$281,500.00
CAPITAL STOCK.		
Capital stock authorized by law, common		\$100,000.00
Capital stock authorized by law, preferred		40,000.00
Capital stock authorized by votes of company, common		100,000.00
Capital stock authorized by votes of company, preferred		40,000.00
Capital stock issued and outstanding, common		100,000.00
Capital stock issued and outstanding, preferred		40,000.00
Number of shares issued and outstanding, common		2,000

Number of shares issued and outstanding, preferred	400
Number of stockholders, common	35
Number of stockholders, preferred	1
Number of stockholders in New Hampshire, common	25
Number of stockholders in New Hampshire, preferred	1
Amount of stock held in New Hampshire, common	\$66,650.00
Amount of stock held in New Hampshire, preferred	40,000.00

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	670,621
Number of passengers carried per mile of railway track operated	80,217
Number of car miles run	144,107
Average number of persons employed	15

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding	Interest paid during the year.
First mortgage bonds.....	5%	May 1, 1919	\$90,000.00	.....
Second "	5%	"	40,000.00	.....
Total.....			\$130,000.00	.....

EQUIPMENT OWNED.

Box passenger cars equipped for electric power	2
Open passenger cars equipped for electric power	6
Total passenger cars of all kinds	8
Number of all above cars with 4 wheels	4
Number of all above cars with 8 wheels	4
Number of electric cars equipped with fenders	8
Construction, repair, and other work cars	1
Snowplows	1
Barges and omnibuses	2
Electric motors	9 set

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated	8.36 miles
Length of sidings, switches, etc., owned and operated . . . . .	.51 "
Total length, computed as single track	8.87 miles

Motive power, all electric.

System of electric motive power used by the company, trolley.

This railway is located in Laconia.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine Railroad, Western Division Union Ave., Laconia.....	1	1
Total	1	1

PROPER ADDRESS OF THE COMPANY.

LACONIA STREET RAILWAY,

LACONIA, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Harry L. Pierce, Savannah, Ga.; treasurer, Edmund Little, Laconia, N. H.; auditor, Joseph P. Atkinson, Laconia, N. H.; clerk of corporation, George P. Munsey, Laconia, N. H.; superintendent, L. S. Pierce.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Albert G. Folsom, Samuel B. Smith, Charles F. Stone, Edmund Little, Laconia, N. H.; Harry L. Pierce, Savannah, Ga.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

HARRY L. PIERCE,
President.

EDMUND LITTLE,
Treasurer.

L. S. PIERCE,
Superintendent.

STATE OF NEW HAMPSHIRE.

BELEKNAP, ss. August 27, 1906. Then personally appeared the above-named Edmund Little and L. S. Pierce and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

GEORGE P. MUNSEY,
Justice of the Peace.

STATE OF GEORGIA.

CHATHAM, ss. Before me personally appeared the above-named Harry L. Pierce, who duly made oath that the foregoing certificate subscribed to by him is true to the best of his knowledge and belief.

Sworn to and subscribed to before me at Savannah, Ga., this first day of September, 1906.

ALFRED D. HARDEN,
Notary Public, Chatham County, Georgia.

REPORT

OF THE

MANCHESTER STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$313,013.20
Operating expenses	243,998.05
Net income from operation	\$69,015.15
Charges upon income accrued during the year:	
Interest and discount on unfunded debts and loans	\$2,093.91
Taxes	7,600.00
Total charges and deductions from income	9,693.91
Net divisible income	\$59,321.24
Dividends declared, 6 per cent on common stock	56,670.00
Surplus for year ending June 30, 1906	\$2,651.24
Amount of surplus June 30, 1905	3,019.32
Total surplus June 30, 1906	\$5,670.56
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$305,132.95
Receipts from advertising in cars	1,560.00
Park receipts	6,320.25
Gross income from operation	\$313,013.20

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$8,505.37
General office expenses and supplies	5,196.83
Legal expenses	12.17
Insurance	36,658.66
Printing and stationery	652.94
Advertising and attractions	12,900.88
Maintenance of roadway and buildings:	
Repairs of roadbed and track	15,097.21
Repairs of electric line construction	2,582.90
Removal of snow and ice	977.95
Repairs of buildings	973.39
Cleaning and sanding tracks	1,781.88
Maintenance of equipment:	
Repairs of cars and other vehicles	7,711.47
Repairs of electric equipment of cars	7,430.58
Maintenance miscellaneous equipment	945.51
Transportation expenses:	
Stable expense	1,317.28
Cost of electric motive power	58,130.22
Wages and compensation of persons employed in conducting transportation	64,724.65
Damages for injuries to persons and property	1,097.77
Rentals of buildings and other property	9,266.84
Other employees	4,504.82
Car service supplies and expenses	3,528.73
Total operating expenses	\$243,998.05
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Extension of railway and tracks	\$41,544.73
New electric line construction	2,537.87
Total additions to railway	\$44,082.60
Additional cars	\$5,405.00
Electrical equipment of same	2,524.72
Total additions to equipment	7,929.72
Additional land and buildings necessary for operation of railway	9,889.94
Total additions to property account	\$61,902.26

GENERAL BALANCE SHEET.		
<i>Assets.</i>		
Railway:		
Roadbed and tracks	\$538,541.80	
Electric line construction, including poles, wiring, feeder lines, etc.	108,093.41	
Total cost of railway owned		\$646,635.21
Equipment:		
Cars and other rolling stock and vehicles	\$237,330.47	
Electric equipment of same	94,588.42	
Horses	350.00	
Total cost of equipment owned		332,268.89
Land and buildings:		
Land and buildings necessary for operation of railway		105,503.24
Massabesic park		18,315.31
Total permanent investments		\$1,102,722.65
Cash and current assets:		
Cash	\$3,120.72	
Bills and accounts receivable	17,535.49	
Total cash and current assets		20,656.21
Total		\$1,123,378.86
<i>Liabilities.</i>		
Capital stock, common		\$944,500.00
Current liabilities:		
Loans and bills payable	124,501.00	
Accounts payable	39,360.11	
Total current liabilities		163,861.11
Accrued liabilities:		
Interest accrued and not yet due	\$427.19	
Taxes accrued and not yet due	8,920.00	
Total accrued liabilities		9,347.19
Profit and loss balance—surplus		5,670.56
Total		\$1,123,378.86

CAPITAL STOCK.	
Capital stock authorized by law, common . . .	\$944,500.00
Capital stock authorized by votes of company, common . . .	944,500.00
Capital stock issued and outstanding, common . . .	944,500.00
Number of shares issued and outstanding, common . . .	9,445
Number of stockholders, common . . .	1
Number of stockholders in New Hampshire, common . . .	1
Amount of stock held in New Hampshire, common . . .	\$944,500.00
VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year . . .	7,439,348
Number of passengers carried per mile of railway track operated . . .	215,029
Number of round trips run . . .	160,497
Number of car miles run . . .	1,176,420
Average number of persons employed . . .	175
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power . . .	34
Open passenger cars equipped for electric power . . .	55
Total passenger cars of all kinds . . .	89
Number of all above cars with 4 wheels . . .	45
Number of all above cars with 8 wheels . . .	44
Number of electric cars equipped with fenders . . .	89
Construction, repair, and other work cars . . .	3
Snowplows . . .	9
Horse plows . . .	2
Snow sweeper . . .	1
Horses . . .	3
Harnesses—double, 2; single, 3; total . . .	5
Electric motors . . .	172
Tower wagons . . .	2
Emergency wagon . . .	1
Sleigh . . .	1

Motive power, all electric.

System of electric motive power used by the company, overhead trolley.

This railway is located in Manchester, Goffstown and Goff's Falls.

DESCRIPTION OF RAILWAY.	
Length of railway line owned and operated .	28.652 miles
Length of second track owned and operated .	5.940 "
Length of sidings, switches, etc., owned and operated	2.644 "
Total length, computed as single track .	37.236 miles

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine, Granite Street.....	2	2
" " Turner "	1	1
" " So. Elm "	1	2
" " Wilson "	4	1
" " So. Main "	2	1
" " Print Works.....	1	2
Total number of tracks at crossings	11	9

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers		4	1	3	1	7
Employees... ..				1		1
Other persons....				4		4
Total.....		4	1	8	1	12

 STATEMENT OF EACH ACCIDENT.

August 23, 1905. Car collision. Beech street and Manchester street cars.

September 12, 1905. Woman fell from car as it was starting.

September 17, 1905. Man struck by passing car while changing his seat.

September 28, 1905. Woman jumped off moving car and was killed.

October 17, 1905. Child ran in front of moving car and was struck.

November 10, 1905. Car struck team and driver thrown off.

December 25, 1905. Boy struck by fender of car.

February 20, 1906. Conductor fell in car.

April 17, 1906. Child struck by car.

May 6, 1906. Car struck vehicle, throwing occupants out.

May 22, 1906. Woman attempted to leave moving car and fell.

June 2, 1906. Woman claimed her side was hurt by car leaving rail.

June 9, 1906. Car struck by engine. Two women claimed they were hurt.

 PROPER ADDRESS OF THE COMPANY.

MANCHESTER STREET RAILWAY.

TREASURER'S OFFICE, 53 STATE STREET, BOSTON, MASS.

 NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President S. Reed Anthony, Boston, Mass.; treasurer, William A. Tucker, Boston, Mass.; assistant treasurer, J. Brodie Smith, Manchester, N. H.; clerk of corporation, Edwin F. Jones, Manchester, N. H.; general manager, J. Brodie Smith, Manchester, N. H.; superintendent, William E. Maloney, Manchester, N. H.

 NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

S. Reed Anthony, William A. Tucker, Boston, Mass.; J. Brodie Smith, Walter M. Parker, *Harry E. Parker, Manchester, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

S. REED ANTHONY,

President.

WILLIAM A. TUCKER,

Treasurer.

J. BRODIE SMITH,

General Manager.

* Deceased, August 1, 1906.

STATE OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 11, 1906. Then personally appeared the above-named S. Reed Anthony, William A. Tucker, and J. Brodie Smith and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DANIEL P. SNOW,
Justice of the Peace.

REPORT

OF THE

NASHUA STREET RAILWAY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$78,526.59
Operating expenses	56,622.60
Park receipts	76.00
Gross income above operating expenses	\$21,979.99
Charges upon income accrued during the year:	
Interest on funded debt	\$6,000.00
Taxes	2,294.73
Park expenses	111.03
Total charges and deductions from income	8,405.76
Net divisible income	\$13,574.23
Total income from lease of railway	\$500.00
Amount of dividends paid under lease directly to stockholders of the Nashua Street Railway by Boston & Northern Street Railway, successor to lessee	18,000.00
Gross income	\$18,500.00
Salaries and maintenance of organization	500.00
Net divisible income	\$18,000.00
Dividends declared, 6 per cent on capital stock	18,000.00
Surplus for year ending June 30, 1906	nothing
Amount of surplus June 30, 1905	12,625.86
Total surplus June 30, 1906	\$12,625.86

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$75,308.11
Receipts from tolls for use of tracks by other companies	2,888.48
Receipts from advertising in cars	330.00
Gross income from operation	\$78,526.59
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$791.95
General office expenses and supplies	76.64
Insurance	5,527.59
Advertising, \$50.00; storeroom expenses, \$53.70; Miscellaneous general expenses, \$318.42	422.12
Maintenance of roadway and buildings:	
Repairs of roadbed and track	3,075.08
Repairs of electric line construction	1,408.59
Removal of snow and ice	400.29
Repairs of buildings	91.33
Maintenance of equipment:	
Repairs of cars and other vehicles	1,439.26
Repairs of electric equipment of cars	1,579.99
Harnesses, horse-shoeing, and veterinary care	4.05
Transportation expenses:	
Provender	271.11
Cost of electric motive power	12,732.72
Wages and compensation of persons employed in conducting transportation	26,463.52
Rentals of buildings and other property	399.96
Other transportation expenses:	
Car service supplies, \$169.64; miscellaneous car service expenses, \$1,168.86; cleaning, oiling, and sanding track, \$599.90	1,938.40
Total operating expenses	\$56,622.60
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Net deductions to property account, cars	\$20.00

GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Railway:	
Roadbed and tracks	\$336,654.45
Electric line construction, including poles, wiring, feeder lines, etc.	41,878.38
Total cost of railway owned	\$378,532.83
Equipment:	
Cars and other rolling stock and vehicles, electric equipment of same	\$60,174.24
Horses	100.00
Other items of equipment	3,113.23
Total cost of equipment owned	63,387.47
Land and buildings:	
Land and buildings necessary for operation of railway	\$24,566.72
Electric power stations, including equipment	27,959.92
Total cost of lands and buildings owned	52,526.64
Other permanent property:	
Park equipment	\$66.54
Office furniture and fixtures	423.62
Signal system	1,934.95
Total cost of other permanent property owned	2,425.11
Total permanent investments	\$496,872.05
Bills and accounts receivable	500.00
Total	\$497,372.05
<i>Liabilities.</i>	
Capital stock, common	\$300,000.00
Funded debt	150,000.00
Current liabilities:	
Loans and bills payable	\$500.00
Boston & Northern Street Railway lease account	10,570.26

Boston & Northern Street Rail- way property account . . .	\$23,675.93	
Total current liabilities		\$34,746.19
Profit and loss balance—surplus		12,625.86
Total		\$497,372.05

CAPITAL STOCK.

Capital stock authorized by law, common . . .	\$325,000.00
Capital stock authorized by votes of company, common	300,000.00
Capital stock issued and outstanding, common . .	300,000.00
Number of shares issued and outstanding com- mon	3,000
Number of stockholders, common	139
Number of stockholders in New Hampshire, com- mon	83
Amount of stock held in New Hampshire, com- mon	\$137,800.00

EQUIPMENT OWNED.

Box passenger cars equipped for horse power 2	
Box passenger cars equipped for electric power	11
Total	13
Open passenger cars equipped for horse power 1	
Open passenger cars equipped for electric power	13
Total	14
Total passenger cars of all kinds	27
Number of all above cars with 4 wheels . . .	22
Number of all above cars with 8 wheels . . .	5
Number of electric cars equipped with fenders	24
Construction, repair, and other work cars . .	1
Snowplows	4
Carts and snowsleds	4
2 walkaways, 1 line wagon, 1 Concord wagon, 1 tipcart, 1 tower wagon, 1 sleigh, 1 pung, 1 sweeper	9
Horses	1
Harnesses, double, 1; single, 1; total . . .	2
Electric motors	32

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Date of interest.	Date of maturity.	Amount outstand'g.	Interest paid during year.
First Mortgage Bonds.....	4%	Oct. 1, 1931	\$150,000.00	Paid by les- ^{[see}
Total			\$150,000.00	

DESCRIPTION OF RAILWAY.	
Length of railway line owned	14.169 miles
Length of second track . . . . .	.730 "
Length of sidings, switches, etc. . . . .	.621 "4
Total length, computed as single track . .	15.520 miles

Motive power, electric and horse.

System of electric motive power used by the company, General Electric, overhead trolley.

This railway is located in Hudson and Nashua.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Acton Branch, East Hollis Street.....	2	1
With freight.....	2	1
With Southern Division.....	6	1
With Acton Branch, Main Street.....	1	1
With W. N. & P. Division.....	2	1
With Keene Division.....	2	1
With Acton Branch, W. N. & P. Division, Temple St.	2	1
With Keene Division.....	2	1
Total	19	8

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	2	.....	4	.....	6
Employees	1	.....	1
Other persons..	1	.....	1
Totals	2	.....	6	.....	8

STATEMENT OF EACH ACCIDENT.

Man claims foot was caught between cars when collision occurred.

Employee fell into pit.

Rear end collision, 1 injured.

Woman caught finger in door.

Woman tried to board moving car and fell.

Girl ran in front of car and was hit.

Guard rail fell on man's head.

Man jumped from moving car and fell.

PROPER ADDRESS OF THE COMPANY.

NASHUA STREET RAILWAY,

NASHUA, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, John A. Fisher, Nashua, N. H.; vice-president, P. F. Sullivan, Boston, Mass.; treasurer, Joseph H. Goodspeed, Boston, Mass.; auditor, D. Dana Bartlett, Boston, Mass.; clerk of corporation, Jason E. Tolles, Nashua, N. H.; general counsel, George B. French, Nashua, N. H.; general manager, Robert S. Goff, Boston, Mass.; assistant general manager, H. E. Reynolds, Boston, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

John A. Fisher, Nashua, N. H.; P. F. Sullivan, Lowell, Mass.; Joseph H. Goodspeed, Boston, Mass.; George A. Fernald, Winchester, Mass.; Jason E. Tolles, Nashua, N. H.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

JOHN A. FISHER,
President.

J. H. GOODSPEED,
Treasurer.

H. E. REYNOLDS,
Assistant General Manager.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 12, 1906. Then personally appeared the above-named John A. Fisher, J. H. Goodspeed, and H. E. Reynolds, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

D. DANA BARTLETT,
Justice of the Peace.

REPORT

OF THE

PORTSMOUTH ELECTRIC RAILWAY

[Owned and operated by the Boston & Maine Railroad.]

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$65,083.29
Operating expenses	91,561.57
Deficit for year ending June 30, 1906, included in Boston & Maine railroad account	\$26,478.28
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$64,245.05
Receipts from carriage of mails	504.92
Receipts from advertising in cars	333.32
Gross income from operation	\$65,083.29
EXPENSES OF OPERATION.	
General expenses:	
Legal expenses	\$2,058.09
Insurance	1,307.18
Miscellaneous	307.92
Maintenance of roadway and buildings:	
Repairs of roadbed and track	5,237.75
Repairs of electric line construction	1,167.28
Removal of snow and ice	160.50
Repairs of buildings	2,292.43

Maintenance of equipment:	
Repairs of cars and other vehicles	\$3,988.22
Renewal of horses	1,589.54
Other expenses	253.83
Transportation expenses:	
Cost of electric motive power	17,714.40
Wages and compensation of persons employed in conducting transportation	23,740.34
Tolls for trackage rights over other railways	29,320.17
Cleaning and lubricating equipment	1,910.31
Stationery, printing and advertising	513.61
Total operating expenses	\$91,561.57

GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Railway:	
Roadbed and tracks	\$244,324.00
Electric line construction, including poles, wiring, feeder lines, etc.	62,626.20
Total cost of railway owned	\$306,950.20
Equipment:	
Cars and other rolling stock and vehicles and electric equipment of same	60,122.98
Land and buildings:	
Land necessary for operation of railway	\$600.00
Electric power stations, including equipment	93,110.35
Other buildings necessary for operation of railway	13,877.72
Total cost of lands and buildings owned	107,588.07
Total permanent investments	\$474,661.25

This road was constructed by the Boston & Maine Railroad as an extension of the Portsmouth & Dover branch, and \$387,735.96 of the cost was paid for by the proceeds of sale of Boston & Maine Railroad common stock formerly held in the treasury.

VOLUME OF TRAFFIC, ETC.	
Number of passengers carried during the year	1,025,959
Number of passengers carried per mile of railway track operated	56,628
Number of round trips run	61,919
Number of car miles run	371,440
Average number of persons employed	62
EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	10
Open passenger cars equipped for electric power	11
Total passenger cars of all kinds	21
Number of all above cars with 4 wheels	11
Number of all above cars with 8 wheels	10
Number of electric cars equipped with fenders	21
Construction, repair, and other work cars	2
Snowplows	1
DESCRIPTION OF RAILWAY.	
Length of railway owned and operated	18.10 miles
Length of sidings, switches, etc., owned and operated	1.15 "
Total length, computed as single track	19.25 miles
Motive power, all electric.	
System of electric motive power used by the company, direct current, overhead trolley.	
This railway is located in Portsmouth, Rye, and North Hampton.	

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	10	.....	.....	6	.....	16
Employees.....	1	.....	.....	.....	.....	1
Other persons..	.....	.....	.....	1	.....	1
Total.....	11	.....	.....	7	.....	18

STATEMENT OF EACH ACCIDENT.

July 1, 1905. Portsmouth. George H. Knowles, foot jammed by putting it between running board and floor of car.

July 22, 1905. Portsmouth. John M. Poor, sprained ankle.

July 22, 1905. Portsmouth, Charles O. Kelley, bruises on forehead.

July 22, 1905. Portsmouth. Fred H. Cate, bruised.

July 22, 1905. Portsmouth. Everett W. Bartlett, bruised on head.

July 22, 1905. Portsmouth. Charles O. Wormhead, blow on head and lame shoulder.

July 22, 1905. Portsmouth. B. H. Barlow, hit on head by glass or splinters.

July 22, 1905. Portsmouth. Frank Willard (motorman), cut on head, shoulder bruised.

Head on collision between Portsmouth Electric Railway car No. 41 and Exeter, Hampton & Amesbury car No. 161.

July 24, 1905. Portsmouth. Ellen Coughlin; child ran towards car and was struck by running board; slightly injured.

July 31, 1905. Portsmouth. Child of Mrs. James Loughlin ran out from behind some obstruction in front of car; cut on head and bruised.

August 26, 1905. Portsmouth. Mrs. T. F. Berry, left leg hurt.

August 26, 1905. Portsmouth. Katie Keenan, left knee hurt.

August 26, 1905. Portsmouth. Stella Pickering, injured in legs and groin.

Collision of two cars.

August 29, 1905. Rye. Alice Phinney, jumped off car before it stopped, knee hurt and hand scratched.

September 14, 1905. Rye Centre. Thomas Rand jumped off car before it stopped; bruised and chin cut.

October 8, 1905. Portsmouth. Mrs. Harriet Simmons jumped off car before it stopped; scalp wound and badly shaken.

October 1, 1905. Portsmouth. Car slid on slippery rail and struck wagon, driver Fred Trefethen slightly cut on nose and head.

January 10, 1906. Portsmouth. Job Cleary jumped from car backwards. Scalp wound.

January 26, 1906. Rye Centre. Albion Barker attempted to board moving car; fell, bruising right shoulder.

PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,

BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

[Management and operation of Portsmouth Electric Railway directed by officers of the Boston & Maine Railroad.]

President, Lucius Tuttle, Boston, Mass.; third vice-president and general manager, Frank Barr, Boston, Mass.; treasurer, Herbert E. Fisher, Boston, Mass.; fourth vice-president and general auditor, William J. Hobbs, Boston, Mass.; clerk of corporation, William B. Lawrence, Boston, Mass.; superintendent, Winslow T. Perkins, Boston, Mass.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Lucius Tuttle, Boston, Mass.; Samuel C. Lawrence, Medford, Mass.; Richard Olney, Boston, Mass.; Alvah W. Sulloway, Franklin, N. H.; Joseph H. White, Brookline, Mass.; Walter Hunnewell, Wellesley, Mass.; Lewis Cass Ledyard, New York, N. Y.; Henry M. Whitney, Brookline, Mass.; Henry F. Dimock, New York, N. Y.; William Whitney, Holyoke, Mass.; Charles M. Pratt, New York, N. Y.; Alexander Cochrane, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

LUCIUS TUTTLE,

President.

HERBERT E. FISHER,

Treasurer.

W. J. HOBBS,

Fourth Vice-President and General Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. September 18, 1906. Then personally appeared the above-named Lucius Tuttle, president, Herbert E. Fisher, treasurer, and William J. Hobbs, fourth vice-president and general auditor, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

E. A. RYDER,
Justice of the Peace.

REPORT

OF THE

PORTSMOUTH, DOVER & YORK STREET RAILWAY

FOR THE SEVEN MONTHS ENDING JANUARY 31, 1906.

[This company on February 1, 1906, was purchased by the
Atlantic Shore Line Railway.]

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$103,512.67
Operating expenses	58,188.94
Net income from operation	\$45,323.73
Charges upon income accrued during the seven months:	
Interest on funded debt	\$20,562.50
Interest and discount on unfunded debts and loans	274.40
Taxes	1,030.00
Total charges and deductions from income	21,866.90
Surplus for seven months ending January 31, 1906	\$23,456.83
Amount of surplus June 30, 1905	46,983.76
Total surplus January 31, 1906	\$70,440.59

EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$99,481.64
Receipts from carriage of mails	2,029.60
Receipts from carriage of freight and express	899.50

Receipts from rentals of buildings and other property	\$231.00
Receipts from advertising in cars	233.33
Chartered cars	542.75
Miscellaneous	94.85
Gross income from operation	\$103,512.67
EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$2,361.75
General office expenses and supplies	141.91
Insurance	1,581.15
Advertising and general expenses	944.75
Maintenance of roadway and buildings:	
Repairs of roadbed, track, and bridge	3,806.72
Repairs of electric line construction	1,103.72
Removal of snow and ice	335.60
Repairs of buildings	192.63
Maintenance of Boston & Maine crossing	214.00
Maintenance of equipment:	
Repairs of cars and other vehicles	2,349.11
Repairs of electric equipment of cars	1,945.08
Maintenance of steam and electric plant	365.47
Miscellaneous equipment and shop	466.25
Transportation expenses:	
Cost of electric motive power	15,505.64
Wages and compensation of persons employed in conducting transportation	15,249.72
Damages for injuries to persons and property and legal expenses	3,100.00
Rentals of buildings and other property	212.00
Maintenance and operation of ferry	8,313.44
Total operating expenses	\$58,188.94
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Construction of railway and tracks	\$2,004.02
New electric line construction	380.99
Construction telephone line	154.14
Total additions to railway	\$2,539.15

Construction cars	\$491.00	
Electrical equipment of same	200.85	
Other additional equipment	632.45	
Total additions to equipment		\$1,324.30
Additional land necessary for operation of railway	\$969.31	
Additional equipment of power stations	223.32	
Other new buildings necessary for operation of railway	262.53	
Total additions to land and buildings		1,455.16
Construction bridges	\$1,613.59	
Construction boats and docks	1,679.43	
Construction fencing	32.50	
Interest and discount	1,000.00	
Total additions to other permanent property		4,325.52
Net addition to property account for seven months		\$9,644.13

GENERAL BALANCE SHEET.

Assets.

Railway:		
Organization	\$17,987.52	
Roadbed and tracks	762,354.39	
Electric line construction, including poles, wiring, feeder lines, etc.	152,855.43	
Interest accrued during construction of railway	21,109.04	
Salaries, engineering, and other expenses incident to construction	13,611.60	
Telephone line	3,312.00	
Total cost of railway owned		\$971,229.98
Equipment:		
Cars and other rolling stock and vehicles	\$65,961.09	
Electric equipment of same	43,593.69	
Other items of equipment	4,405.49	
Total cost of equipment owned		113,960.27

Land and buildings:		
Fencing	\$9,727.80	
Land necessary for operation of railway	46,070.26	
Electric power stations, including equipment	64,687.13	
Other buildings necessary for operation of railway	47,129.11	
Real estate	3,250.00	
Total cost of lands and buildings owned		\$167,614.30
Other permanent property:		
Bridges	\$76,873.99	
Boats' docks	60,472.17	
Dover & Eliot Street Railway	50,000.00	
Total cost of other permanent property owned		190,596.16
Total permanent investments		\$1,443,400.71
Cash and current assets:		
Cash	\$4,978.68	
Bills and accounts receivable	1,408.66	
Prepaid insurance	1,598.93	
Prepaid accident fund	1,315.50	
Total cash and current assets		9,301.77
Miscellaneous assets:		
Materials and supplies		6,778.23
Total		\$1,459,480.71
<i>Liabilities.</i>		
Capital stock, common		\$650,000.00
Funded debt		710,000.00
Current liabilities:		
Notes payable	\$8,500.00	
Accounts payable	10,811.58	
Total current liabilities		19,311.58
Accrued liabilities:		
Interest accrued and not yet due, coupon interest	\$8,875.00	
Taxes accrued and not yet due	412.05	
Rentals accrued and not yet due	242.13	

Miscellaneous accrued liabilities:		
Miscellaneous interest	\$60.66	
Crossing expense	33.60	
Advertising	105.10	
Total accrued liabilities		\$9,728.54
Profit and loss balance—surplus		70,440.59
Total		\$1,459,480.71

CAPITAL STOCK.		
Capital stock authorized by law, common		\$650,000.00
Capital stock authorized by votes of company, common		650,000.00
Capital stock issued and outstanding, common		650,000.00
Number of shares issued and outstanding, common		6,500
Number of stockholders, common		112
Number of stockholders in New Hampshire, common		12
Total stock held in New Hampshire		\$59,000.00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Date of interest.	Date of maturity.	Amount outstand'g.	Interest paid during 7 months.
20-year Gold Bond of the Portsmouth, Kittery & York St. Ry	6%	1917	\$200,000.00	\$7,000.00
20-year Gold Bond of the Portsmouth, Dover & York St. R'y	4½%	1923	450,000.00	11,812.50
Second Mortgage and extension authorized	5%	1925	60,000.00	1,750.00
Total			\$710,000.00	\$20,562.50

VOLUME OF TRAFFIC, ETC.		
Number of passengers carried during the seven months		2,466,946
Number of car miles run		469,042
Average number of persons employed		136

EQUIPMENT OWNED.	
Box passenger cars equipped for electric power	10
Open passenger cars equipped for electric power	19
Total passenger cars of all kinds	29
Construction, repair, and other work cars . .	9
Snowplows	3
Mail and express car	1
Ferry boat	1
Steamer	1
DESCRIPTION OF RAILWAY.	
Length of railway owned	36.977 miles
Length of sidings, switches, etc.	1.537 "
Total length, computed as single track . . .	38.514 "
Length of railway held under lease or contract	2.783 "
Length of sidings, switches, etc., held under lease or contract . . . . .	.11 "
Total length, computed as single track, held under lease or contract	2.893 "
Total length, computed as single track . . .	41.407 "

Motive power, all electric.

System of electric motive power used by the company, General Electric and Westinghouse.

This railway is located in Kittery, Kittery Point, York, York Harbor, York Beach to St. Aspinquid Park, Eliot, South Berwick, and Dover. Connects with Portsmouth by ferry.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Branch to Portsmouth Navy Yard of the York Harbor & Beach R. R.	1	1
With Boston & Maine R. R., Northern Division, at Great Works.....	2	1
Total.....	3	2

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....
Employees.....
Other persons..	1	.....	1	.....
Total.....	1	.....	1	.....

STATEMENT OF EACH ACCIDENT.

Small child ran from attendant and in front of car and was killed.

PROPER ADDRESS OF THE COMPANY.

PORTSMOUTH, DOVER & YORK STREET RAILWAY,
PORTSMOUTH, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, John F. Hill, Augusta, Me.; vice-president and treasurer, E. Burton Hart, 3 Broad street, New York City; auditor, A. D. Foster, Portsmouth, N. H.; clerk of corporation, Herbert M. Heath, Augusta, Me.; general counsel, Samuel W. Emery, 53 State street, Boston, Mass.; general manager, Willis G. Meloon, Kittery, Me.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

John F. Hill, Augusta, Me.; E. Burton Hart, 3 Broad street, New York City; George E. Macomber, Augusta, Me.; Sumner Wallace, Rochester, N. H.; Herbert M. Heath, Augusta, Me.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

E. BURTON HART, JR.,
Treasurer.

W. G. MELOON,
General Manager.

STATE OF MAINE.

YORK, ss. Kittery, October 6, 1906. Then personally appeared the above-named E. Burton Hart, Jr., and W. G. Meloon, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

HORACE MITCHELL,
Notary Public and Justice of the Peace.

REPORT

OF THE

PORTSMOUTH & EXETER STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$19,812.86
Operating expenses	19,283.20
Gross income above operating expenses . .	\$529.66
Charges upon income accrued during the year:	
Interest on funded debt	\$7,250.00
Interest and discount on unfunded debts and loans	82.25
Total charges and deductions from income	7,332.25
Deficit for year ending June 30, 1906 . .	\$6,802.59
Amount of deficit June 30, 1905	61,413.86
Total deficit	\$68,216.45
Lease cancelled and accrued loss in operating under E. H. & A., assumed by Portsmouth & Exeter Street Railway Company	34,490.00
Total deficit June 30, 1906	\$33,726.45
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$19,517.46
Receipts from advertising in cars	68.65
Receipts from interest on deposits	3.10
Sale of old material	223.65
Gross income from operation	\$19,812.86

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks . . .	\$980.57
General office expenses and supplies . . .	265.59
Legal expenses	79.23
Insurance	362.33
Advertising	213.36
Miscellaneous general expense	203.27
Maintenance of roadway and buildings:	
Repairs of roadbed and track	1,216.72
Repairs of electric line construction	537.77
Removal of snow and ice	138.35
Repairs of buildings	100.85
Shop expense	40.42
Maintenance of equipment:	
Repairs of cars and other vehicles	1,078.45
Repairs of electric equipment of cars	754.73
Transportation expenses:	
Cost of electric motive power	5,381.27
Wages and compensation of persons employed in conducting transportation	5,897.93
Damages for injuries to persons and property	968.95
Tolls for trackage rights over other railways	87.00
Rentals of buildings and other property	31.68
Car service supplies and expense	471.41
Cleaning and sanding track	473.32
Total operating expenses	\$19,283.20
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Deductions from property account: office furni- ture, written off	\$91.86
GENERAL BALANCE SHEET. <i>Assets.</i>	
Railway:	
Roadbed and tracks	\$124,289.04
Electric line construction, includ- ing poles, wiring, feeder lines, etc.	96,842.52
Interest accrued during construc- tion of railway	451.38

Salaries, engineering, and other expenses incident to construction	\$14,239.28	
Total cost of railway owned		\$235,822.22
Equipment:		
Cars and other rolling stock and vehicles	\$17,521.00	
Electric equipment of same	9,600.00	
Other items of equipment	2,014.00	
Total cost of equipment owned		29,135.00
Electric power stations, including equipment and other buildings necessary for operation of railway		66,711.93
Other permanent property:		
Shop tools		4.70
Total permanent investments		\$331,673.85
Profit and loss balance—deficit		33,726.45
Total		\$365,400.30
<i>Liabilities.</i>		
Capital stock, common		\$185,000.00
Funded debt		145,000.00
Current liabilities:		
Loans and bills payable	\$13,650.30	
Matured interest coupons unpaid (including coupons due July 1)	21,750.00	
Total current liabilities		35,400.30
Total		\$365,400.30
CAPITAL STOCK.		
Capital stock authorized by law, common		\$185,000.00
Capital stock authorized by votes of the company, common		185,000.00
Capital stock issued and outstanding, common		185,000.00
Number of shares issued and outstanding, common		1,850
Number of stockholders, common		6

Number of stockholders in New Hampshire, common	1
Amount of stock held in New Hampshire, common	\$100.00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during year.
First Mortgage Gold Bonds.....	5%	July 1, 1921	\$145,000.00	
Total			\$145,000.00	

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	406,446
Number of passengers carried per mile of railway track operated	33,927
Number of round trips run	5,463
Number of car miles run	130,900
Average number of persons employed	16

EQUIPMENT OWNED.

Box passenger cars equipped for electric power	4
Open passenger cars equipped for electric power	4
Total passenger cars of all kinds	8
Number of all above cars with 8 wheels	8
Number of electric cars equipped with fenders	8
Snowplows	1
Electric motors	16

DESCRIPTION OF RAILWAY.

Length of railway line owned and operated	11.980 miles
Length of sidings, switches, etc., owned and operated . . . . .	.256 "
Total length, computed as single track	12.236 miles

Motive power, all electric.

System of electric motive power used by the company, Westinghouse and General Electric.

This railway is located in Portsmouth, Greenland, Stratham, and Exeter.

MISCELLANEOUS.

GRADE CROSSINGS WITH RAILROADS.	Number of tracks at crossing.	
	Railroad.	Railway.
With Boston & Maine Railroad, Portsmouth Ave., Greenland	1	
Total number of tracks at crossings	1	

Number of above crossings at which frogs are inserted in the tracks, 1.

ACCIDENTS TO PERSONS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....						
Employees.....				1		1
Other persons..						
Total.....				1		1

STATEMENT OF EACH ACCIDENT.

April 14, 1906. Conductor walking on running board, lost his balance and fell. Shaken up.

PROPER ADDRESS OF THE COMPANY.

PORTSMOUTH & EXETER STREET RAILWAY COMPANY,
HAMPTON, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, D. A. Belden, 50 Merrimac street, Haverhill, Mass.; vice-president, S. W. Emery, 53 State street, Boston, Mass.; treasurer and auditor, Samuel P. Russell, 50 Merrimac street, Haverhill, Mass.; assistant treasurer and clerk of corporation, C. P. Hayden, Hampton, N. H.; general counsel, Samuel W. Emery, 53 State street, Boston, Mass.; general manager, Franklin Woodman, 50 Merrimac street, Haverhill, Mass.; superintendent, C. P. Hayden, Hampton, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass.; Samuel W. Emery, Boston, Mass.; Clarence P. Hayden, Hampton, N. H.; Charles F. Ayer, Lowell, Mass.; Reginald H. Johnson, Braintree, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DAVID A. BELDEN,
President.

SAMUEL P. RUSSELL,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. September 21, 1906. Then personally appeared the above-named David A. Belden, Samuel P. Russell, and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. POOR,
Notary Public.

REPORT

OF THE

SEABROOK & HAMPTON BEACH STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross income from operation	\$14,316.44
Operating expenses	8,337.59
Net income from operation	\$5,978.85
Charges upon income accrued during the year:	
Interest on funded debt	\$2,250.00
Interest and discount on unfund- ed debts and loans	58.26
Hampton bridge	3,000.00
Total charges and deductions from income .	5,308.26
Surplus for year ending June 30, 1906 . .	\$670.59
Amount of deficit June 30, 1905	11,425.85
Total deficit	10,755.26
Lease cancelled and loss in operating under E. H. A., assumed by Seabrook & Hampton Beach Street Railway	11,620.00
Total surplus June 30, 1906	\$864.74
EARNINGS FROM OPERATION.	
Receipts from passengers carried	\$14,159.51
Receipts from advertising in cars	24.55
Receipts from interest on deposits	39.00
Sale of old material	93.38
Gross income from operation	\$14,316.44

EXPENSES OF OPERATION.	
General expenses:	
Salaries of general officers and clerks	\$348.54
General office expenses and supplies	96.26
Legal expenses	28.03
Insurance	117.16
Advertising	188.87
Miscellaneous general expense	79.68
Maintenance of roadway and buildings:	
Repairs of roadbed and track	579.04
Repairs of electric line construction	212.43
Removal of snow and ice . . . . .	.80
Repairs of buildings	53.38
Maintenance of equipment:	
Repairs of cars and other vehicles	299.37
Repairs of electric equipment of cars	327.98
Transportation expenses:	
Cost of electric motive power	2,381.21
Wages and compensation of persons employed in conducting transportation	2,513.26
Damages for injuries to persons and property	690.12
Tolls for trackage rights over other railways	80.00
Rentals of buildings and other property	9.33
Car service supplies and expenses	159.74
Cleaning and sanding track	172.39
Total operating expenses	\$8,337.59
PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Net addition to property account for the year, new electric line construction	\$50.00
GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Railway:	
Roadbed and tracks	\$84,564.77
Electric line construction, includ- ing poles, wiring, feeder lines, etc.	22,894.85
Salaries, engineering, and other expenses incident to construc- tion	3,970.80
Total cost of railway owned	\$111,430.42

Land necessary for operation of railway, electric power stations, including equipment, and other buildings necessary for operation of railway	\$150.00
Total permanent investments	\$111,580.42
Cash and current assets:	
Cash	\$1,000.00
Bills and accounts receivable	17,034.32
Total cash and current assets	18,034.32
Total	\$129,614.74
<i>Liabilities.</i>	
Capital stock, common	\$65,000.00
Funded debt	45,000.00
Current liabilities:	
Matured interest coupons unpaid (including coupons due July 1)	\$6,750.00
Rentals due July 1, Hampton bridge	12,000.00
Total current liabilities	18,750.00
Profit and loss balance—surplus	864.74
Total	\$129,614.74
CAPITAL STOCK.	
Capital stock authorized by law, common	\$65,000.00
Capital stock authorized by votes of company, common	65,000.00
Capital stock issued and outstanding, common	65,000.00
Number of shares issued and outstanding, common	650
Number of stockholders, common	6
Number of stockholders in New Hampshire, common	1
Amount of stock held in New Hampshire, common	\$100.00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstanding.	Interest paid during the year.
First mortgage gold bonds.....	5%	July 1, 1921	\$45,000.00	.....
Total			\$45,000.00	.....

VOLUME OF TRAFFIC, ETC.

Number of passengers carried during the year	299,225
Number of passengers carried per mile of railway track operated	54,080
Number of round trips run	4,662
Number of car miles run	51,600
Average number of persons employed	9

DESCRIPTION OF RAILWAY.

Length of railway line owned and operated	5.533 miles
Length of sidings, switches, etc., owned and operated . . . . .	.271 "
Total length, computed as single track	5.804 miles

Motive power, all electric.

System of electric motive power used by the company, Westinghouse and General Electric.

This railway is located in Smithtown, Seabrook, and Hampton Beach.

PROPER ADDRESS OF THE COMPANY.

SEABROOK & HAMPTON BEACH STREET RAILWAY
COMPANY,

HAMPTON, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, D. A. Belden, 50 Merrimac street, Haverhill, Mass.; vice-president, S. W. Emery, 53 State street, Boston, Mass.; treasurer and auditor, Samuel P. Russell, 50 Merrimac street, Haverhill, Mass.; assistant treasurer and clerk of corporation, C. P. Hayden, Hampton, N. H.; general counsel, Samuel W. Emery, 53 State street, Boston, Mass.; general manager, Franklin Woodman, 50 Merrimac street, Haverhill, Mass.; superintendent, C. P. Hayden, Hampton, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

David A. Belden, Haverhill, Mass.; Samuel W. Emery, Boston, Mass.; Clarence P. Hayden, Hampton, N. H.; Charles F. Ayer, Lowell, Mass.; Reginald H. Johnson, Braintree, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

DAVID A. BELDEN,
President.

SAMUEL P. RUSSELL,
Treasurer.

FRANKLIN WOODMAN,
General Manager.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. September 21, 1906. Then personally appeared the above-named David A. Belden, Samuel P. Russell, and Franklin Woodman, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

CHARLES H. POOR,
Notary Public.

REPORT

OF THE

SPRINGFIELD ELECTRIC RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Received on account of rental of Springfield Electric Railroad Company of Springfield, Vt. .	\$1.00
<i>Liabilities.</i>	
Paid Frank W. Hamlin, treasurer, account postage and incidentals	\$1.00

PROPER ADDRESS OF THE COMPANY.

SPRINGFIELD ELECTRIC RAILWAY COMPANY,
CHARLESTOWN, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, Nathaniel G. Brooks, Charlestown, N. H.; vice-president, Edward C. Crosby, Brattleboro, Vt.; treasurer, Frank W. Hamlin, Charlestown, N. H.; auditors, A. J. Crosby, E. C. Crosby, and W. G. Brooks, Charlestown, N. H.; clerk of corporation, Frank W. Hamlin, Charlestown, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

Nathaniel G. Brooks, Frank W. Hamlin, James A. Hunt, Charlestown, N. H.; Marcus A. Coolidge, Fitchburg, Mass.; Edward C. Crosby, Brattleboro, Vt.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

N. G. BROOKS,
President.

FRANK W. HAMLIN,
Treasurer.

STATE OF NEW HAMPSHIRE.

SULLIVAN, ss. August 3, 1906. Then personally appeared the above-named Nathaniel G. Brooks, president, and Frank W. Hamlin, treasurer, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

FRED H. PERRY,
Justice of the Peace.

PART IV.

TRACTION COMPANIES.

REPORT

OF THE

CLAREMONT RAILWAY & LIGHTING COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$15,126.66
Operating expenses	8,987.08
Net earnings from operation	\$6,139.58
Taxes	1,354.50
Surplus for year ending June 30, 1906	\$4,785.08
Amount of surplus June 30, 1905	3,320.12
Total surplus June 30, 1906	\$8,105.20
EARNINGS FROM OPERATION.	
Commercial lights	\$9,718.38
Municipal lights	4,024.17
Sale of power	1,243.99
Material sold, profit	140.12
Total gross earnings	\$15,126.66
EXPENSES OF OPERATION.	
Repairs outside of construction	\$179.78
Repairs of generating plant	1.00
Expense of generating plant (40 per cent total plus extra man and time, \$1,354)	5,434.55
Maintenance of lights	1,249.59

Salaries of officers and clerks, ½ total . . .	\$1,405.50
Insurance	87.48
One-half office expenses	464.54
Incidental expenses, lighting, maintenance of Newst lamps	164.64
Total operating expenses	\$8,987.08

PROPER ADDRESS OF THE COMPANY.

CLAREMONT RAILWAY & LIGHTING COMPANY,

CLAREMONT, N. H.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

See Railroad report.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

See Railroad report.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

HIRA R. BECKWITH,
President.

LOUIS N. WHEELLOCK,
Treasurer and General Manager.

STATE OF NEW HAMPSHIRE.

SULLIVAN, ss. Claremont, September 13, 1906. Then personally appeared the above-named Hira R. Beckwith and Louis N. Wheelock, president and treasurer, respectively, of above-named corporation, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

F. H. BROWN,
Justice of the Peace.

REPORT

OF THE

MANCHESTER TRACTION, LIGHT & POWER COMPANY

FOR THE YEAR ENDING JUNE 30, 1906.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$348,582.37
Operating expenses	77,854.96
Net earnings from operation	\$270,727.41
Dividends received on stocks owned:	
Manchester Street Railway	\$56,670.00
Miscellaneous income:	
Interest on deposits	1,420.89
Total income from sources other than operation	58,090.89
Gross income above operating expenses	\$328,818.30
Charges upon income accrued during the year:	
Interest on funded debt	\$98,547.22
Taxes	7,800.00
Total charges and deductions from income	106,347.22
Net divisible income	\$222,471.08
Dividends paid during the year:	
7 per cent on \$2,050,000, common stock	143,500.00
Surplus for year ending June 30, 1906	\$78,971.08
Amount of surplus June 30, 1905	27,959.22
Unclaimed dividends	90.00
Total credits	\$107,020.30

Debits and profit and loss during the year:	
Bad accounts charged off	\$749.46
Depreciation charged off	25,000.00
Net amount debited to profit and loss	\$25,749.46
Total surplus June 30, 1906	\$81,270.84

EARNINGS FROM OPERATION.	
Commercial lights	\$147,414.92
Municipal lights	48,998.21
Sale of power	135,167.38
Rents	17,001.86
Total gross earnings	\$348,582.37

EXPENSES OF OPERATION.	
Repairs outside of construction	\$12,401.61
Repairs of buildings	663.42
Repairs of generating plant	2,332.20
Expense of generating plant (including supplies and wages)	27,848.62
Wages outside	3,213.75
Maintenance of lights	3,887.42
Stable expense	2,139.87
Salaries of officers and clerks	7,475.04
Insurance	4,110.40
Other general expenses	11,738.00
Freight and cartage	569.63
Accidents and legal expenses	1,475.00
Total operating expenses	\$77,854.96

PROPERTY ACCOUNT—ADDITIONS AND DEDUCTIONS DURING THE YEAR.	
Plant	\$45,413.56
Deductions:	
Sold \$4,000 Manchester Electric Light Company 5's bonds	\$4,550.56
Charged surplus and credited plant for depreciation	25,000.00
Total deductions from property and investment account	29,550.56
Net additions to property and investment for year	\$15,863.00

GENERAL BALANCE SHEET.	
<i>Assets.</i>	
Plant	\$2,537,426.29
9,445 shares of Manchester Street Railway Co.	1,424,250.00
Stock of other corporations:	
1,000 shares of the Ben Franklin Electric Co.	\$2,500.00
\$1,000 Manchester Electric Light Co.'s 5's bonds	320.56
Total stock of other corporations	2,820.56
Total property and investment account	\$3,964,496.85
Cash and current assets:	
Cash	\$39,753.92
Bills and accounts receivable	118,594.86
Sinking and other special funds	27,652.17
Total cash and current assets	186,000.95
Materials and supplies	39,409.22
Total	\$4,189,907.02
<i>Liabilities.</i>	
Capital stock, common	\$2,079,600.00
Funded debt	1,974,000.00
Current liabilities:	
Loans and bills payable	25,013.56
Accrued liabilities:	
Interest accrued and not yet due	\$24,675.00
Taxes accrued and not yet due	5,347.62
Total accrued liabilities	30,022.62
Profit and loss balance—surplus	81,270.84
Total	\$4,189,907.02
CAPITAL STOCK.	
Capital stock authorized by law, common	\$2,400,000.00
Capital stock authorized by votes of company, common	2,400,000.00

Capital stock issued and outstanding, common	\$2,050,000.00
Amount paid in on 296 shares not yet issued	29,600.00
Number of shares issued and outstanding, common	20,500
Number of stockholders, common	423
Number of stockholders in New Hampshire, common	133
Amount of stock held in New Hampshire, common	\$415,700.00

FUNDED DEBT.

DESCRIPTION OF SECURITIES.	Rate of interest.	Date of maturity.	Amount outstand'g.	Interest paid during the year.
Manchester Traction, Light & Power Co., Consolidated, First Mortgage.....	5%	Apr. 1, 1921	\$1,724,000.00	\$86,047.22
Manchester Electric Light Co., Consolidated, First mort....	5%	Oct. 1, 1917	250,000.00	12,500.00
Total			\$1,974,000.00	\$98,547.22

DESCRIPTION OF RAILROADS AND BRANCHES OPERATED BY THIS COMPANY.

NAME OF RAILROAD OR BRANCH.	Main or Branch Line.	Termini of Main or Branch Line.	Length computed as single track.	
			Total.	In New Hampshire.
Manchester Street Railway.	B.	Manchester to Goffstown	37.236	37.236
" " "	"	Manchester to Goff's Falls		
" " "	M	City Lines in Manchester and West Manchester...		
Total			37.236	37.236

SPECIAL FUNDS.	
Amount June 30, 1905, of Manchester Electric Light Co. sinking fund	\$23,580.72
Additions during year to Manchester Electric Light Co. sinking fund	4,071.45
Total special funds June 30, 1906	\$27,652.17

PROPER ADDRESS OF THE COMPANY.

MANCHESTER TRACTION, LIGHT & POWER COMPANY,

MANCHESTER, N. H.

TREASURER'S OFFICE, 53 STATE ST., BOSTON, MASS.

NAMES AND BUSINESS ADDRESSES OF PRINCIPAL OFFICERS.

President, William A. Tucker, Boston, Mass.; vice-president, J. Brodie Smith, Manchester, N. H.; treasurer, S. Reed Anthony, Boston, Mass.; clerk of corporation, Edwin F. Jones, Manchester, N. H.; general manager, J. Brodie Smith, Manchester, N. H.

NAMES AND RESIDENCES OF BOARD OF DIRECTORS.

William A. Tucker, S. Reed Anthony, George H. Hood, Stillman F. Kelley, Robert H. Hallowell, Boston, Mass.; J. Brodie Smith, Charles M. Floyd, Walter M. Parker, Roger G. Sullivan, *Harry E. Parker, Manchester, N. H.; Billings P. Learned, New London, Conn.; P. L. Saltonstall, Boston, Mass.

We hereby certify that the statements contained in the foregoing report are full, just, and true.

WILLIAM A. TUCKER,
President.

S. REED ANTHONY,
Treasurer.

J. BRODIE SMITH,
General Manager.

*Deceased, August 1, 1906.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. Boston, September 11, 1906. Then personally appeared the above-named William A. Tucker, S. Reed Anthony, and J. Brodie Smith, and severally made oath that the foregoing certificate by them subscribed is, to the best of their knowledge and belief, true.

Before me,

DANIEL P. SNOW,
Justice of the Peace.

PART V.

PETITIONS, ORDERS, AND FINDINGS

PETITIONS, ORDERS, AND FINDINGS.

GRADE CROSSING IN CARROLL.

To the Honorable Board of Railroad Commissioners:

The Boston & Maine Railroad, a corporation duly established by law and operating railroads in the state of New Hampshire, respectfully represents that in the rearrangement of its yard and terminal facilities at Fabyan in the town of Carroll, it is necessary for the construction of a "Y" track for the purpose of turning engines, that said "Y" track will cross the state highway, so called, at grade, about eighteen hundred feet south of the Fabyan House; that said track will be used only for the slow movement of trains ten times each day during the three months of the summer season, and only twice each day during the rest of the year. A plan of said proposed "Y" track is hereto attached and made a part hereof.

Wherefore, your petitioner prays for the consent of your honorable board to the construction of said "Y" track across said state highway, at grade, as proposed.

BOSTON & MAINE RAILROAD,

By Its Attorneys,

DREW, JORDAN, SHURTLEFF & MORRIS.

CARROLL, N. H., April 12, 1906.

We, the undersigned selectmen of Carroll, having read the above petition and examined the plan attached thereto, hereby assent to the construction of said "Y" track across said state highway as proposed, and approve the same.

OSCAR BARRON,

JOHN PAIGE,

Selectmen of Carroll.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 20, 1906.

The Boston & Maine Railroad having petitioned the board for its consent in writing to the construction, at grade, of a

crossing over a highway about eighteen hundred feet south of the Fabyan House, in the town of Carroll, and the selectmen of said town in its behalf having approved said petition, the consent of the board to the construction of said crossing is hereby granted.

HENRY M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,
Railroad Commissioners of New Hampshire.

LAND DAMAGE IN SALEM.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

To the Board of Railroad Commissioners:

The Hudson, Pelham & Salem Electric Railway Company, a street railway corporation duly organized and existing under several acts of the legislature of New Hampshire, respectfully represents:

1. That by its charter it is authorized to construct, maintain, and operate a street railway from a point at or near the Merrimack river bridge in the town of Hudson in said state, over and upon such highways and lands as may be necessary for the public accommodation in the towns of Hudson and Pelham, in the county of Hillsborough, and Salem and Windham, in the county of Rockingham, to some convenient point on the state line, in or near the highway leading from Wilson's Corner, a village or crossing in the town of Salem, to Ayer's Village, near the Massachusetts line, with convenient side tracks.

2. That your petitioner has duly located its said railway across private lands in the towns of Hudson, Pelham, and Salem aforesaid, by four several locations, and has filed such locations of its said railway in the office of the secretary of state of the state of New Hampshire as required by chapter 158 of the Public Statutes of New Hampshire, and by its charter, and has built its said railway, and has located a side track in said Salem, N. H., as follows:

Beginning at a stone monument on the southeasterly side of the location of the main line of said railway running from Salem, N. H., to Nashua, N. H., 143 feet from a wall near Point A station; thence easterly turning to the right on a curve of

150 feet radius, 152.3 feet to a stone monument on the westerly side of the location of the Lawrence branch of said railway, leading to Lawrence, Mass., said last named monument being 151.5 feet southerly from the wall near Point A station.

Said described line is the center line of a double track location, and said location is fifty feet wide on each side of said center line.

3. That your petitioner has been unable to obtain a deed of certain land embraced and lying within the aforesaid location of the before described side track in Salem, New Hampshire, in the following instance:

4. That H. Fred Blethen of Salem, N. H., is seized in fee simple of the following described parcel of land in Salem, upon which the said railway's side track is located.

Commencing on the westerly side of right of way of the Lawrence branch of said railway, at about 151.5 feet south of the northeasterly corner of the parcel taken for a railway depot, and near Point A station; thence running westerly 83.5 feet to a point on the southerly side of the main line location, which is 69.5 feet from the northwesterly corner of the parcel taken for a railway depot; thence running southwesterly by said main line location 255 feet, then turning and running southeasterly on a curved line, the radius of which is 100 feet, 3,973 feet to the location of the Lawrence branch aforesaid; thence running northerly by the Lawrence branch location 292 feet to the point of beginning.

5. That your petitioner cannot obtain a deed of said parcel because it cannot agree with the owner upon a price therefor.

6. The said parcel taken by and embraced in said location contains $41/100$ of an acre of land.

7. Wherefore, the petitioner prays that you appraise, as required by law, the damages occasioned to the owner of said parcel by the taking of the same by said railway.

THE HUDSON, PELHAM & SALEM ELECTRIC RAILWAY
COMPANY,

By Its Attorney,
SAMUEL W. EMERY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

To the Board of Railroad Commissioners:

The Hudson, Pelham & Salem Electric Railway Company, a street railway corporation duly organized and existing under

several acts of the legislature of New Hampshire, respectfully represents:

1. That by its charter it is authorized to construct, maintain, and operate a street railway from a point at or near the Merrimack river bridge in the town of Hudson, in said state, over and upon such highways and lands as may be necessary for the public accommodation in the towns of Hudson and Pelham, in the county of Hillsborough, and Salem and Windham, in the county of Rockingham, to some convenient point on the state line, in or near the highway leading from Wilson's Corner, a village or crossing in the town of Salem, to Ayer's Village, near the Massachusetts line, with convenient side tracks.

2. That your petitioner has duly located its said railway across private lands in the towns of Hudson, Pelham, and Salem aforesaid, by four several locations, and has filed such locations of its said railway in the office of the secretary of state of the state of New Hampshire as required by chapter 158 of the Public Statutes of New Hampshire, and by its charter, and has built its said railway, and has located a side track in said town of Salem, N. H., as follows:

Beginning at a stone bound on the easterly side line of the location of the Lawrence branch of said railway, in said Salem, on land of Ezra B. Hall, at a point 26.7 feet northerly from the northerly line of Pleasant street; thence southeasterly, turning to the left on a curve of 100 feet radius and running 34 feet to a spike on the northerly line of said Pleasant street, said spike being 25 feet northeasterly from the location of said railway; thence running on the same curve 72 feet across Pleasant street to a stone monument set in the easterly side of said Pleasant street.

All the above described location is within the town of Salem, in the State of New Hampshire, and the location is 30 feet wide on the northerly side of said center line, and is, on the southerly side thereof, 25 feet wide at the beginning and diminishes to nothing at the upper end, but all the land contained in the parcel crossed between said center line and the location of the Lawrence branch of said railway and Pleasant street, on the south, is taken.

3. That your petitioner has been unable to obtain a deed of certain land embraced and lying within the aforesaid location of the before described side track in Salem, New Hampshire, in the following instance:

4. That Ezra B. Hall of Salem, N. H., is seized in fee simple of the following described parcel of land in Salem, upon which the said railway's side track is located:

Beginning at a point at the intersection of the northerly line of Pleasant street and the easterly line of the location of said railway; thence northerly by said railway location 66.3 feet to a stake; thence southeasterly by other land of said Ezra B. Hall 78 feet to a stake on the northerly line of Pleasant street; thence southwesterly by said Pleasant street 61.5 feet to the point of beginning, containing $\frac{5}{100}$ of an acre.

5. That your petitioner cannot obtain a deed of said parcel because it cannot agree with the owner upon a price therefor.

6. The said parcel taken by and embraced in said location contains $\frac{5}{100}$ of an acre of land.

7. Wherefore, the petitioner prays that you appraise, as required by law, the damages occasioned to the owner of said parcel by the taking of the same by said railway.

THE HUDSON, PELHAM & SALEM ELECTRIC RAILWAY
COMPANY,

By Its Attorney,
SAMUEL W. EMERY.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

The Hudson, Pelham & Salem Electric Railway Company, a street railway corporation duly organized and existing under several acts of the legislature of New Hampshire, respectfully represents:

1. That by its charter it is authorized to construct, maintain, and operate a street railway from a point at or near the Merrimack river bridge in the town of Hudson, in said state, over and upon such highways and lands as may be necessary for the public accommodation in the towns of Hudson and Pelham, in the county of Hillsborough, and Salem and Windham in the county of Rockingham, to some convenient point on the state line, in or near the highway leading from Wilson's Corner, a village or crossing in the town of Salem, to Ayer's Village near the Massachusetts line, with convenient side tracks.

2. That your petitioner has duly located its said railway across private lands in the towns of Hudson, Pelham, and Salem aforesaid, by four several locations, and has filed such locations of its said railway in the office of the secretary of the state of New Hampshire, as required by chapter 158 of the Public Statutes of New Hampshire, and by its charter, and has built its said railway, and has located a side track in said town of Salem. N. H., as follows:

Beginning at a stone bound on the easterly side line of location of the Lawrence branch of said Hudson, Pelham & Salem Electric Railway in said Salem, N. H., at a point 40.8 feet southerly from the southerly line of Pleasant street; thence northeasterly, turning to the right on a curve of 130 feet radius, and running $66\frac{1}{2}$ feet to a spike at an angle in the southerly line of said street; thence running northeasterly to a stone bound, which is $84\frac{1}{2}$ feet from the next preceding monument; thence running north $51\frac{1}{2}^\circ$ east, 207 feet, to a stone bound on the westerly line of the road leading to Lawrence, at a point 33.9 feet southerly from the intersection of said westerly line of said road and the southerly line of Pleasant street; thence continuing the same course 44.9 feet across the Lawrence road to a stone bound on the westerly side line of land of the New England Breeders' Club.

Said described line is the center line of location.

On the southerly side of the center line the location is 30 feet wide, to a point 30 feet north, $51\frac{1}{2}^\circ$ east from the $66\frac{1}{2}$ foot point, then gradually narrows until, at a point 146 $\frac{1}{2}$ feet from the $66\frac{1}{2}$ foot point it becomes but 15 feet wide on the southerly side of the center line and retains that width to the stone bound at land of the New England Breeders' Club. On the northerly side of the center line the location is 30 feet wide at the beginning, narrowing to nothing at the $66\frac{1}{2}$ foot point and then broadening from nothing at the $66\frac{1}{2}$ foot point to a breadth of ten feet at a point which is 95 feet north, $51\frac{1}{2}^\circ$ east from the $66\frac{1}{2}$ foot point, and gradually widens until it is at a point 147 $\frac{1}{2}$ feet north, $51\frac{1}{2}^\circ$ east from the $66\frac{1}{2}$ foot point, 15 feet wide, and so continues to the stone bound at the land of the New England Breeders' Club.

3. That your petitioner has been unable to obtain a deed of certain land embraced and lying within the aforesaid location of the before described side track in Salem, New Hampshire, in the following instance:

4. That Ezra B. Hall of Salem, N. H., is seized in fee simple of the following described parcels of land in Salem, upon which the said railway's side track is located:

The first parcel: Beginning at a point at the intersection of the southerly line of said Pleasant street and the easterly line of the location of said railway; thence easterly by said street and by other land to be taken from said Hall 85.9 feet to a stake; thence southwesterly by other land of said Hall 125.4 feet to a stake on the easterly line of the location of said railway; thence northerly by said railway location 86.7 feet to the point of beginning.

The second parcel: Beginning again at a spike on the westerly line of the road leading to Lawrence at a point 17.9 feet southerly from the intersection of the southerly line of Pleasant street and the westerly line of said road; thence southerly by said road 32 feet to a spike; thence south $51\frac{1}{2}^{\circ}$ west, 251.7 feet to a stake 85.7 feet easterly from the intersection of the easterly line of said railway location and the southerly line of Pleasant street; thence southwesterly by said second parcel 36.9 feet to a spike at an angle in said street; thence northeasterly by said street 146.6 feet to a stake; thence north $51\frac{1}{2}^{\circ}$ east 150.8 feet by other land of said Hall to a spike at the point of beginning, both parcels containing 25/100 of an acre.

5. That your petitioner cannot obtain a deed of said parcels because it cannot agree with the owner upon a price therefor.

6. The said parcels taken by and embraced in said location contain 25/100 of an acre of land.

7. Wherefore, the petitioner prays that you appraise, as required by law, the damages occasioned to the owner of said parcel by the taking of the same by said railway.

THE HUDSON, PELHAM & SALEM ELECTRIC RAILWAY
COMPANY,

By Its Attorney,
SAMUEL W. EMERY.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

The Hudson, Pelham & Salem Electric Railway Company, a street railway corporation duly organized and existing under several acts of the legislature of New Hampshire, respectfully represents:

1. That by its charter it is authorized to construct, maintain, and operate a street railway from a point at or near the Merrimack river bridge in the town of Hudson, in said state, over and upon such highways and lands as may be necessary for the public accommodation in the towns of Hudson and Pelham, in the county of Hillsborough, and Salem and Windham, in the county of Rockingham, to some convenient point on the state line, in or near the highway leading from Wilson's Corner, a village or crossing in the town of Salem, to Ayer's Village, near the Massachusetts line, with convenient side tracks.

2. That your petitioner has duly located a railway depot site for the use of its said railway in said town of Salem, on land belonging to H. Fred Blethen of said Salem, which said railway depot site has been duly located as follows:

Beginning at the northeasterly corner of said parcel, at the end of a wall near the southeasterly corner of Point A station, in said Salem, thence southerly by the fence on the westerly side of the location of said railway towards Lawrence, 81 feet to a point; thence northwesterly, turning to the left on a curve of 200 feet radius, 83.5 feet to a point on the southeasterly side of the location of said railway's main line leading towards Nashua; thence northeasterly by said location of said main line 69.5 feet to a wall; thence easterly by said wall 33 feet to the point of beginning; the said parcel of land so taken for a depot containing $\frac{8}{100}$ of an acre.

That your petitioner has duly filed a location of said parcel of land taken for a railway depot, in the office of the secretary of state of the state of New Hampshire, and has duly served upon the said Blethen a copy of the said location more than fourteen days before the making of this application to your honorable board.

That the petitioner has been unable to obtain a deed of said parcel of land so taken for a railway depot site from the aforesaid Blethen, because it cannot agree with him upon a price therefor.

That said Blethen is seized of the said parcel of land in fee simple, and said parcel is situated in said Salem.

Wherefore, the petitioner prays that you appraise, as required by law, the damages occasioned to the owner of said parcel by the taking of the same by said railway for a railway depot site.

THE HUDSON, PELHAM & SALEM ELECTRIC RAILWAY
COMPANY,

By Its Attorney,
SAMUEL W. EMERY.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

The Hudson, Pelham & Salem Electric Railway Company, a street railway corporation duly organized and existing under several acts of the legislature of New Hampshire, respectfully represents:

1. That by its charter it is authorized to construct, maintain, and operate a street railway from a point at or near the Merimack river bridge, in the town of Hudson, in said state, over and upon such highways and lands as may be necessary for the public accommodation in the towns of Hudson and Pelham, in the county of Hillsborough, and Salem and Windham, in

the county of Rockingham, to come convenient point on the state line, in or near the highway leading from Wilson's Corner, a village or crossing in the town of Salem, to Ayer's Village, near the Massachusetts line, with convenient side tracks.

2. That your petitioner has duly located a gravel pit site for the use of its said railway in said town of Salem, on land belonging to H. Fred Blethen of said Salem, which said gravel pit site has been duly located as follows:

Beginning at a stone bound at the southeasterly corner of said parcel, at a point 50 feet northerly from a wall, and by other land of said Blethen; thence westerly, parallel with and 50 feet from said wall, 251.5 feet to a wall by other land of Blethen; thence northerly by said wall, 156 feet to the southeasterly side of the location of the main line of the Hudson, Pelham & Salem Electric Railway; thence easterly 95 feet to a point; thence easterly and southeasterly, turning to the right on a curve of 100 feet radius, 154.3 feet to a point; thence southeasterly 148 feet to the point begun at, containing 0.94 of an acre of land.

That your petitioner has duly filed a location of said parcel of land taken for a gravel pit, in the office of the secretary of state of the state of New Hampshire, and has duly served upon the said Blethen a copy of the said location more than fourteen days before the making of this application to your honorable board.

That the petitioner has been unable to obtain a deed of said parcel of land so taken for a gravel pit site from the aforesaid Blethen, because it cannot agree with him upon a price therefor.

That said Blethen is seized of the said parcel of land in fee simple, and said parcel is situated in said Salem.

Wherefore, the petitioner prays that you appraise, as required by law, the damages occasioned to the owner of said parcel by the taking of the same by said railway for a gravel pit.

THE HUDSON, PELHAM & SALEM ELECTRIC RAILWAY
COMPANY,

By Its Attorney,
SAMUEL W. EMERY.

To the Town Clerk of Salem, in the County of Rockingham and State of New Hampshire:

Upon the petition of the Hudson, Pelham & Salem Electric Railway Company to the board of railroad commissioners of said state to appraise the damages occasioned to Ezra B. Hall

and H. Fred Belthen, owners of land in said Salem taken by said railway for railway depot site, gravel pit site and side tracks as described in said petition, said railroad commissioners upon due procedure, together with the selectmen as a joint board, have made such appraisal, and said commissioners, as by law required, certify to you the damages to said land owners as awarded by said joint board to be as follows, to wit:

To Ezra B. Hall	\$100.00
To H. Fred Blethen	115.00

To be paid to them by said Hudson, Pelham & Salem Electric Railway Company.

Dated April 25, 1906.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

To the Honorable Secretary of State of New Hampshire:

Notice of the hearing upon the foregoing petition having been given as appears by the notice and return of service thereon hereto annexed, the board of railroad commissioners and the selectmen of said Salem attended according to said appointment; and said board of railroad commissioners and said selectmen being met and constituting a joint board for the appraisal of damages occasioned to Ezra B. Hall and H. Fred Blethen, owners of land in said Salem taken by said Hudson, Pelham & Salem Electric Railway Company for railway depot site, gravel pit site, and side track as described in said petition, did make examination of said land and hear all parties interested, their witnesses and arguments, and upon consideration thereof said joint board does award the damage to said land owners as follows, to wit:

To Ezra B. Hall	\$100.00
To H. Fred Blethen	115.00

To be paid to them by said Hudson, Pelham & Salem Electric Railway Company.

Dated April 25, 1906.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

BENJAMIN R. WHEELER,
FRANK D. WILSON,
LEWIS F. SOULE,

Selectmen of Salem.

CLAREMONT RAILWAY & LIGHTING COMPANY STOCK
AND BONDS.

*To the Honorable Board of Railroad Commissioners of the State of
New Hampshire:*

Respectfully represents the directors of the Claremont Railway & Lighting Company, a corporation duly incorporated by act of the New Hampshire legislature, approved March 22, 1901, that it is authorized by its charter to issue stock to the amount of one hundred thousand dollars, and its coupon mortgage bonds in a like sum, and that by decrees of your honorable board said corporation was authorized to issue its capital stock, to the amount of one hundred thousand dollars, and its coupon mortgage bonds, to the amount of seventy-five thousand dollars, and that ninety-five thousand nine hundred dollars of said stock, representing nine hundred and fifty-nine shares, and seventy-five thousand dollars of said bonds, have been issued, under authority and by virtue of said decrees, and for the lawful and necessary purposes stated therein, and that at a special meeting of the stockholders of said corporation duly and legally called for that purpose, held at Claremont, New Hampshire, on the thirty-first day of October, 1904, it was voted to increase the capital stock of said corporation, beyond the amount fixed and limited by its charter, by the sum of ninety thousand dollars, making a total capitalization of one hundred and ninety thousand dollars, which increase, by decree of your honorable board, December 13, 1904, was approved and authorized, after a hearing on petition of the directors of said corporation praying therefor, and that said ninety thousand dollars increase of the stock of said corporation has been issued, as authorized by said decree, and statute relating thereto. That at a meeting of the stockholders of said corporation duly and legally called for that purpose and held at Claremont, aforesaid, on the second day of January, 1905, it was voted to increase, by eighty thousand dollars, the bond issue of said corporation, over and above the amount fixed and limited by its charter, or a total bond issue of one hundred and eighty thousand dollars, being eighty thousand dollars in excess of the amount fixed by its charter, and one hundred and five thousand dollars beyond the amount already authorized by you as aforesaid, which increase, by decree of your honorable board, February 8, 1905, was approved and authorized after a hearing on petition of the directors of said corporation praying therefor, and that said one hundred and eighty thousand dollars of bonds has been issued, as authorized by said decree and statute relating thereto.

That at a meeting of the stockholders of said corporation, duly and legally called for that purpose, and held at Claremont, aforesaid, on the 7th day of May, 1906, it was voted to increase the capital stock of said corporation, seventy thousand dollars beyond the amount already authorized, making a total capitalization of two hundred and sixty thousand dollars, for the purpose of paying its floating debts and notes incurred in the construction and equipment of its railway and lighting properties. It was further voted to authorize the directors to petition your honorable board for authority to issue said increase of capital stock.

That at a meeting of the stockholders of said corporation, duly and legally called for that purpose and held at Claremont aforesaid, on the said seventh day of May, 1906, it was voted to increase the bonds of said corporation, over and above the amount already authorized (namely, one hundred and eighty thousand dollars), by the sum of sixty thousand dollars, making a total bond issue of two hundred and forty thousand dollars, said bond issue being for the purpose of taking up outstanding bonds, to the amount of one hundred and eighty thousand dollars, and refunding same, and paying or funding its floating debts and notes, incurred in the purchase, construction and equipment of the consolidated properties of the company. And at said stockholders' meeting it was voted to authorize the directors of said corporation to petition your honorable board for authority to take up the one hundred and eighty thousand dollars of bonds outstanding, and cancel the mortgage securing said outstanding bonds, and for authority to issue new bonds of the company, to the amount of two hundred and forty thousand dollars for the purposes above set forth, and for authority to cancel the old mortgage and to secure the total bond issue by the execution of a new mortgage, by the company, of its road, lighting properties, franchises, equipment and other properties, both real and personal.

That it is necessary that said corporation issue said capital stock, and coupon mortgage bonds to the amounts and for the purposes above mentioned, and that the votes aforesaid were passed subject to the approval of your honorable board.

Wherefore, your petitioners pray that you approve and authorize the increase of capital stock, and bonds of said corporation, voted by the stockholders as above set forth, and the issue thereof to the amount, and for purposes above set forth, and that you authorize said corporation to take up its bond issue to the amount of one hundred and eighty thousand dollars now

outstanding and refund same, and the cancellation of the mortgage securing said bonds, and the execution of a new mortgage by said corporation, of its road, franchises, lighting properties, equipment, and other properties, both real and personal, to secure the entire bond issue of said corporation, and for such orders and decrees in the premises as may be just.

Signed,

HIRA R. BECKWITH,

• J. T. EMERSON,

O. B. RAND,

L. N. WHEELOCK,

Directors of the Claremont Railway & Lighting Company.

F. H. BROWN,

Attorney.

CLAREMONT, N. H., May 8, 1906.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 6, 1906.

In the matter of the petition of the Claremont Railway & Lighting Company, asking for the approval of the board for authority to increase its capital stock seventy thousand dollars (\$70,000) beyond the amount at present authorized, making a total capitalization of two hundred and sixty thousand dollars (\$260,000) stock, and an increase of its bonded indebtedness by the sum of sixty thousand dollars (\$60,000) beyond the amount at present authorized to the amount of two hundred and forty thousand dollars (\$240,000), for the purpose of refunding its present mortgage bond issue of one hundred and eighty thousand dollars (\$180,000) and paying its floating debt and money borrowed, incurred and expended in the purchase, construction, and equipment of the consolidated properties of said company.

A hearing was had at the office of the railroad commission at Concord, June 6, 1906, at eleven o'clock in the forenoon, and such testimony and arguments as were presented were heard and considered. It appears that the petitioning corporation owns and operates the street railway in Claremont and the electric lighting plant for lighting the village of Claremont in the town of Claremont; that the capital stock of said petitioning corporation now fixed and authorized is one hundred and ninety thousand dollars (\$190,000), one hundred and eighty-six thousand one hundred and sixty dollars (\$186,160) having been

issued; that the said corporation now has a bonded indebtedness of one hundred and eighty thousand dollars (\$180,000), all of which has been issued; that the company has made extensive additions and improvements to its property, for which it has incurred a floating debt in excess of one hundred and thirty thousand dollars (\$130,000); that the total cost of the properties of said corporation, according to the sworn statement of L. N. Wheelock, its treasurer, filed herewith, is five hundred and three thousand three hundred and eighty-five dollars (\$503,385) and that its purpose is to refund the bonds already issued and apply the balance of said bond and stock issue to the liquidation of its floating debt. That the increase of stock and bonds petitioned for has been duly authorized by a vote of its stockholders at a meeting duly called for that purpose.

It is therefore voted and ordered:

That the issue of bonds and stocks as set forth in said petition is reasonably requisite for the proper purposes of the corporation, and that the board approves of the issue of two hundred and forty thousand dollars (\$240,000) bonds for the purpose of and upon the condition: first, that one hundred and eighty thousand dollars (\$180,000) of said issue shall be used in refunding the mortgage bonds of said corporation now outstanding; second, that the balance, sixty thousand dollars (\$60,000), of said issue shall be applied to the payment of the floating indebtedness of said company, subject to the provisions of law and upon the conditions herein set forth.

It is further ordered and voted that said board of railroad commissioners approve the issue of seventy thousand dollars (\$70,000) of capital stock in addition to the amount of stock heretofore authorized, upon the conditions:

1. That the proceeds of the sale of said stock shall be applied to the extinguishment of said floating debt created as set forth in said petition.
2. All of said new shares of said increase of seventy thousand dollars (\$70,000) shall be offered proportionately to the stockholders the right to subscribe and pay in cash for the same at not less than the market value thereof, which the board hereby determines to be one hundred dollars (\$100) per share, and all shares unsubscribed for at the expiration of statutory notice shall be sold at auction for a sum not less than par, in the city of Boston, or at the office of said company at Claremont, N. H., notice of such sale by publication, as specified in said act, having first been given in the following newspapers, viz., Boston

Daily Advertiser and the *Boston Herald*, published in Boston, and the *National Eagle*, published in Claremont, N. H.

HENRY M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,

Railroad Commissioners.

LAND DAMAGE ON THE GOFF'S FALLS, LITCHFIELD & HUDSON STREET RAILWAY.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

The Goff's Falls, Litchfield, & Hudson Street Railway Company, a street railway corporation duly organized under the provisions of an act of the General Court of the state of New Hampshire, passed January session, 1903, and amended January session, 1905, respectfully represents that it is now engaged in the construction of its said railway under the provisions of the act aforesaid and such other laws of said state as are applicable thereto.

That in order to accomplish the desired result it finds it necessary and expedient to construct its said railway over and upon certain private lands between its northerly terminus in the city of Manchester, in said state, to its southerly terminus in the town of Hudson, in said state, said lands being situate in said city of Manchester, in the town of Litchfield, in said state, in said Hudson, and as shown by its return of location filed in the office of the secretary of State at Concord, New Hampshire, a copy of said location being hereunto annexed and made a part hereof.

That your petitioner has been unable to obtain deeds from the owners of certain of said lands who, so far as shown, are as follows:

LANDS SITUATE IN SAID HUDSON.

Owner and residence.	Acres of land taken.
Emeline N. Cummings, Hudson	1.119
L. M. Tolles, Hudson .....	.541
C. W. Spalding, Hudson .....	.862
Abram Ferryall, Hudson	1.09
Heirs of J. M. Sleeper, Hudson }	2.07
Pearl T. Thomas, Hudson }	
George H. Brigham, Nashua	0.339

Owner and residence.	Acres of land taken.
Nancy J. Howard, Nashua	1.006
John Spalding, Nashua	0.828
Nancy J. Howard, Nashua	0.448
Nancy J. Howard, Nashua	0.655
Mary A. Stearns, Hudson	0.908
Agnes J. Melendy, Nashua	0.563

LAND IN LITCHFIELD, N. H.

Agnes J. Melendy, Nashua	0.322
Heirs of Richard Shepherd, Litchfield	0.379
Mary C. Lund, Litchfield	0.414
George H. Brigham, Nashua	0.546
Josephine R. Holland, Litchfield	0.933
German Kendall, Litchfield	0.367
Fred L. Center, Litchfield	1.367
Matthew Campbell, Litchfield	1.746
Ira D. Ford, Litchfield	0.574
Julia Bixby, Lucretia Bixby, and Selah Bixby	0.547
Francis H. McQuesten and Jennie F. Center	1.538
James W. Hopwood, et al., minors, James Hopwood, guardian	1.943
James Cheney, Manchester	2.56

LAND IN MANCHESTER, N. H.

James Cheney, Manchester	1.938
Julia A. Aiken, Manchester }	0.640
Benj. Bartlett, Haverhill, Mass. }	
Fred Holbrook, Bedford	1.65

Wherefore, the petitioner, the Goff's Falls, Litchfield & Hudson Street Railway Company, hereby prays that your board, with the selectmen of the town of Litchfield and Hudson and the mayor and aldermen of the city of Manchester, may appraise the damages occasioned landowners as aforesaid.

GOFF'S FALLS, LITCHFIELD & HUDSON STREET RAILWAY
COMPANY,

By its Attorney,
GEORGE W. CLYDE.

May 3, 1906.

STATE OF NEW HAMPSHIRE.

To the Secretary of State:

This is the return of the location of the Goff's Falls, Litchfield & Hudson Street Railway, in amendment of the location of said street railway already filed in your office. A plan accompanies this description and is made a part of the return.

Commencing at a point $9\frac{1}{2}$ feet easterly from a stone bound set in the ground in the town of Hudson, in the state of New Hampshire, at the southwest corner of the Litchfield, or River road (so called), and at the north line of Main street, said point to be known as station 0 of the line hereafter described. From station 0 thence southerly on a curve to the right and left over and upon said Main street to the present location of said railway in said Main street; also from station 0 thence southerly on a curve to the right and left over and upon said Main street to the tracks of the Hudson, Pelham & Salem Electric Railway Company as located in said street. Also from a point in the tracks of the Nashua Street Railway in Central street near its junction with said Main street, by a curve to the right over and upon said streets to the tracks of said Hudson, Pelham & Salem Electric Railway Company in said Main street; also from a point in the tracks of said Nashua Street Railway in said Central street, near said last mentioned point, by a curve to the right over and upon said streets to its present location in said Main street. From station 0 northerly on the said Litchfield, or River road, N. $0^{\circ} 24' W.$, distance 330 feet, thence on a $7^{\circ} 48'$ curve to the left, distance of 150 feet, thence north $11^{\circ} 38'$ west, distance 270 feet. Thence on a $5^{\circ} 15'$ curve to the left, distance 150 feet, thence north $19^{\circ} 30'$ west, distance 615 feet, on land of Webster and land of Martin. Thence on a 1° curve to the right, distance 415 feet, thence north $15^{\circ} 21'$ west, distance of 569 feet, thence on a 1° curve to the right, distance 925 feet, on land of Cummings, Durant, Flanders, and Parker. Thence north $7^{\circ} 3'$ west, distance of 2,653 feet, on land of Parker, Tolles, Spalding, and J. K. Wheeler. Thence on a $1^{\circ} 12'$ curve to the right, distance 650 feet, on land of J. K. Wheeler and Abram Ferryall, thence north $45'$ east, distance 5,815 feet, on the land of Abram Ferryall, Pearl Thomas, George Brigham, Nancy J. Howard, John Spalding, and M. A. Stearns, thence on a $30'$ curve to the right, distance 680 feet, on land of M. A. Stearns, thence north $4^{\circ} 19'$ east, distance 260 feet, to the Litchfield & Hudson line, to a stone bound marked G. F. L. & H., thence on same course 1,945 feet, on land of M. A. Stearns, Agnes J. Melendy, George Danforth, Maud W. Shepard, heirs of Richard Shepard, and Mrs. C. Lund, thence on a 2° curve to the left, distance of 2,005 feet, on land of Mrs. C. Lund, Charles Adams, Mrs. Barrett, George Brigham, and E. O. Putman, to a stone bound marked G. F. L. & H., thence N. $35^{\circ} 55'$ west, distance 2,160 feet, on land of E. O. Putman, Charles W. Barnes, Casmo Adams, Mark Campbell, John W. Goodspeed, thence on

a $1^{\circ} 30'$ curve to the right, distance of 1,776.6 feet, on land of J. W. Goodspeed, A. Saunders, Susan Saunders, William H. Holland, German Kendall, to a stone bound marked G. F. L. & H., thence north $8^{\circ} 35'$ west, distance 1,566 feet, on land of German Kendall, Frederick L. Center, and Matthew Campbell, thence on a 1° curve to the right, distance 1,363 feet, on land of Matthew Campbell and Ira Ford, to a stone bound marked G. F. L. & H., thence north $5^{\circ} 3'$ east, distance 5,380 feet, to the westerly line of River road, on land of Ira D. Ford, Julia Bixby, Lucretia Bixby, Selah Bixby, J. A. and Mary Marsh, L. L. Harris, Francis H. McQuesten, and Jennie F. Center, W. H. Putman, et al., E. O. Putman, and A. H. Powers, to a stone bound marked G. F. L. & H., thence same course 60 feet across said road, thence same course 1,266 feet on land of A. H. Powers, Amos Saunders, Mrs. C. Griffin, thence on a 1° curve to the right, distance of 2,521 feet, to station 335—45, on present location as filed, on land of Isaac N. Center, Susan Hopwood, and Whitmore heirs (James Hopwood guardian), and at a stone bound marked G. F. L. & H., thence N. $29^{\circ} 46'$ east, distance 2,345 feet to station 358—80.56 on land of Susan B. Hopwood, and Whitmore heirs (James Hopwood, guardian), Walter McQuesten, Fred McQuesten, and Susan Chase, thence by a 1° curve to the left with a radius of 5,729.65 feet, over land of Susan Chase, et al., 546.84 feet; thence continuing by same curve over land of James McQuesten 418.16 feet to station 368—45.56, thence N. $20^{\circ} 1'$ E. over land of James McQuesten 67.94 feet; thence continuing by same course over land of Fred McQuesten 46.15 feet to a stone bound marked G. F. L. & H., at station 369—60; thence by same course over land of Fred McQuesten 637.1 feet; thence by same course over land of Daniel McQuesten 324.4 feet; thence by same course over land of Thomas J. Ryan 639.6 feet to station 385—61 at the southerly side line of the Londonderry road; thence by the same course across said road 35.1 feet to station 385—96.2 at the northerly side line of the said Londonderry road; thence by same course over land of Daniel McQuesten 220.8 feet; thence continuing by same course over land of Franklin Bancroft 619 feet; thence continuing by same course over land of David R. Leach, et al., 429 feet; thence continuing by same course over land of David S. Leach and Ora W. Leach, et al., 436.9 feet; thence continuing by same course over land of Charles H. Chase and David S. Leach 352.1 feet; thence continuing by same course over land of Susan Chase 632.8 feet; thence continuing by same course over land of Isaac N. Center 741.4 feet; thence

continuing by same course over land of N. C. Griffin, et al., 221.8 feet to a stone marked G. F. L. & H. at station 422—40; thence by same course over land of N. C. Griffin, et al., 489.2 feet; thence continuing by the same course over land of J. A. Reed 1,301.5 feet to station 440—30.7; thence by a 3° curve to the right, with a radius of 1,910.8 feet over land of J. A. Reed 854.44 feet to station 448—85.14; thence north 45° 39' over land of said J. A. Reed 498.76 feet to station 453—83.9 on easterly side of the River road (so called); thence by same course said River road, 46.9 feet to station 454—30.8 on westerly side line of said road; thence by same course over land of J. A. Reed, 1,128.6 feet; thence by same course over land of George M. Reed 960.6 feet to a stone bound marked G. F. L. & H. to station 475—20; thence by same course over land of George M. Reed 187.3 feet; thence by same course over land of Samuel J. Corning 314.38 feet to station 480—21.68 feet; thence by a 1° curve to the left, over land of Samuel J. Corning 455.12 feet to station 484—76.8; thence 41° 6' east over land of Samuel J. Corning 25.7 feet; thence continuing over same course over land of Charles W. Leach 714.5 feet; thence continuing by same course over land of Charles W. Leach 1,041 feet; thence continuing by same course over land of Samuel J. Corning 1,772 feet; thence continuing by same course over land of William Cochran 443.8 feet; thence continuing by same course over land of James Cheney 326.2 feet to a stone bound marked G. F. L. & H. at station 528; thence continuing by same course over land of James Cheney 1,144 feet to station 539—44 on the westerly side line of River road (so called); thence by same course across said River road 117 feet to station 540—61, on the easterly side line of said road; thence by same course over land of James Cheney 547 feet to station 546—8, on the southerly side line of a way; thence by same course 33.5 feet across said way to station 546—41.5 on the northerly side of said way; thence by same course over land of James Cheney 201.05 feet to station 548—42.55 on the Litchfield-Manchester divisional line; thence by same course over land of James Cheney 366.37 feet to station 552—8.92; thence by a 2° curve to the left with a radius of 2,864.93 feet over land of James Cheney 1,322.23 feet; thence by same curve over land of Julia A. Aiken 334.43 feet to station 568—65.58 to north 7° 58' east over land of Julia A. Aiken 223.43 feet; thence continuing by same course over land of George P. Ames 991 feet to a stone bound marked G. F. L. & H. at 580—80 station; thence by same course over land of George P. Ames 707.3 feet; thence continuing by same course

over land of Fred Holbrook 913.7 feet to station 597—1, on the easterly side line of the River road (so called); thence by the same course 139 feet, across said road to station 598—40 on the westerly side line thereof; thence by same course over land of Fred Holbrook 484.3 feet; thence by same course over land of J. I. Whittemore 947.7 feet; thence by same course over land of Byron Moore 2,088 feet to a stone bound marked G. F. L. & H. at station 633—60; thence by same course over land of Byron E. Moore 587.5 feet to station 639—47.5 on the westerly side line of the River road (so called); thence by same course and along said road 985.22 feet; thence along said road by a 1° curve to the left with a radius of 5,729.65 feet a distance of 166.66 feet; thence continuing along said road north $6^{\circ} 18'$ east 357.5 feet; thence continuing along said road by a $5^{\circ} 30'$ curve to the right with a radius of 1,042.14 feet a distance of 406.66 feet; thence continuing along said road north $28^{\circ} 40'$ east 123.8 feet to station 659—86.89, said station 659—86.89 being marked by a stone bound marked G. F. L. & H., located 6 feet westerly from the center of the end of the present track of the Manchester Street Railway, and further by being distant 46.65 feet from the pole at the southwesterly corner of the highways intersected at this place, and also distant 40.6 feet from the pole on the easterly side of the highway from the above named pole.

The above described line is the center line of location. From station 0 hereinbefore mentioned to station 335—45 on present location as filed, and as herein referred to the location is fifty (50) feet in width, measured twenty-five (25) feet on either side of the aforesaid described center line, and at right angles thereto.

From station 335—45 to the terminus of the location of this railway at Goff's Falls the width of location is as already filed. Where the line is located on highways the provisions as to width of location have no application. The bearings given on straight lines are magnetic.

The names of the owners and the areas of land taken and the stations of the intersections of divisional lines with the center line of location are shown on plan accompanying, drawn by John E. Eagan, C. E., and dated May 1, 1906, and signed Directors of the Goff's Falls, Litchfield & Hudson Street Railway. By George W. Clyde, their attorney.

The quantity of land of each owner proposed to be taken for said railway and the name of each owner is as follows:

Owner and Residence.	Acres of land taken.
Kimball Webster, Kimball Martin, Emeline M. Cummings, Rosie A. B. Durant, Edwin D. Flanders, Hudson, N. H.	2.53
John Parker, Hudson, N. H.	0.816
L. M. Tolles, Hudson, N. H.	0.552
G. W. Spalding, Hudson, N. H.	0.476
J. K. Wheeler, Hudson, N. H.	1.667
A. Ferryall, Hudson, N. H.	1.09
Heirs of J. M. Sleeper, P. T. Thomas, Hudson, N. H.	2.07
George H. Brigham, Hudson, N. H.	0.339
Nancy J. Howard, Hudson, N. H.	1.006
J. Spalding, Hudson, N. H.	0.828
Nancy J. Howard, Hudson, N. H.	0.448
Nancy J. Howard, Hudson, N. H.	0.655
M. A. Stearns, Hudson, N. H.	0.908
Agnes J. Melendy, Hudson and Litchfield, N. H.	0.885
George Danforth, Litchfield, N. H.	0.839
Maud W. Shepherd, Litchfield, N. H.	0.299
Heirs of Richard Shepherd, Litchfield, N. H.	0.379
Mary A. Lund, Litchfield, N. H.	0.414
C. Adams, Litchfield, N. H.	0.299
Sarah Barrett, et al., Litchfield, N. H.	0.345
George Brigham, Litchfield, N. H.	0.546
E. O. Putman, Litchfield, N. H.	1.132
Charles W. Barnes, Litchfield, N. H.	0.575
Casmo L. and Charles Adams, Litchfield, N. H.	0.368
Mark Campbell, Litchfield, N. H.	0.782
Saraphine Bixby, John W. Goodspeed, Litchfield, N. H.	0.575
Amos Saunders, Litchfield, N. H.	0.378
Susan Saunders, Litchfield, N. H.	0.484
Josephine R. Holland, Litchfield, N. H.	0.933
German Kendall, Litchfield, N. H.	0.367
Fred L. Center, Litchfield, N. H.	1.367
Matthew Campbell, Litchfield, N. H.	1.746
Ira D. Ford, Litchfield, N. H.	0.574
Julia Bixby, et al., Litchfield, N. H.	0.547
J. A. and M. L. Marsh, Litchfield, N. H.	0.389
L. L. Harris, Litchfield, N. H.	0.386
Francis H. McQuesten and Jennie F. Center, Litchfield, N. H.	1.538
W. H. Putman, et al., Litchfield, N. H.	0.513
E. O. Putman, Litchfield, N. H.	0.588

Owner and residence.	Acres of land taken.
Mary G. Harris, Nashua, N. H., A. H. Powers, Litchfield, N. H.	2.345
Amos Saunders, Litchfield, N. H.	0.471
Clarissa Griffin, Litchfield, N. H.	0.506
Isaac N. Center, Litchfield, N. H.	1.242
Susie B. Hopwood, James W. Hopwood, et al., James W. Hopwood, guardian, Litchfield, N. H.	1.943
Walter E. McQuesten, Litchfield, N. H.	0.782
Fred McQuesten, Litchfield, N. H.	0.901
Susan Chase, et al., Litchfield, N. H.	0.963
Eliza A. Pike, Litchfield, N. H.	0.011
James McQuesten, Litchfield, N. H.	0.558
Fred McQuesten, Litchfield, N. H.	0.785
Daniel McQuesten, Litchfield, N. H.	0.372
Thomas J. Ryan, Litchfield, N. H.	0.734
Daniel McQuesten, Litchfield, N. H.	0.294
Franklin Bancroft, Litchfield, N. H.	0.7
David R. Leach, et al., Litchfield, N. H.	0.492
David S. Leach and Orra M. Leach, Litchfield, N. H. ...	0.501
Charles H. Chase and David S. Leach, Litchfield, N. H. ..	0.404
Susan Chase, Litchfield, N. H.	0.726
Isaac N. Center, Litchfield, N. H.	0.851
N. C. Griffin, et al., Litchfield, N. H.	0.816
J. A. Reid, Litchfield, N. H.	4.328
George M. Reid, Litchfield, N. H.	1.318
Samuel J. Corning, Litchfield, N. H.	0.913
Charles W. Leach, Litchfield, N. H.	0.820
Charles W. Leach, Litchfield, N. H.	1.194
Samuel J. Corning, Litchfield, N. H.	2.034
William Cochran, Litchfield, N. H.	0.509
James Cheney, Litchfield, N. H.	2.56
James Cheney, Manchester, N. H.	1.938
Julia A. Aiken, et al., Manchester, N. H.	0.640
George P. Ames, Manchester, N. H.	1.95
Fred Holbrook, Bedford, N. H.	1.65
J. Irving Whittemore, Manchester, N. H.	1.087
Byron E. Moore, Manchester, N. H.	3.186

Dated May 1, 1906.

HAROLD J. BUFFINGTON,
JOSEPH H. WILDER,
HUGH J. PRITCHARD,
SAMUEL F. SHANNON,
ROBERT J. RICHARDSON,

*Directors of the Goff's Falls, Litchfield & Hudson Street Railway
Company.*

By Their Attorney,
GEORGE W. CLYDE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 3, 1906.

The Goff's Falls, Litchfield & Hudson Railway Company, having filed with this board a petition for an appraisal of damages to certain landowners in the towns of Hudson and Litchfield, and the city of Manchester, caused by taking the property for the legal purposes of said corporation, a hearing upon said petition will be had, beginning at the police court room in the town of Hudson on Monday, May 28, 1906, at ten o'clock in the forenoon, and proceeding therefrom until all the land described in said petition and shown by a location filed with the secretary of state, and attached thereto, has been examined.

And the petitioner is hereby ordered to give notice of said hearing by giving in hand to or leaving at the last known residence of each of said landowners a copy of said petition and this order thereon at least fourteen days before said day of hearing.

HENRY M. PUTNEY,

Chairman.

To the Town Clerk of Hudson, in the County of Hillsborough and State of New Hampshire:

Upon the petition of the Goff's Falls, Litchfield & Hudson Street Railway Company to the board of railroad commissioners of said state to appraise the damages occasioned to Abram Ferryall, George H. Brigham, and Mary A. Stearns, owners of land in said Hudson taken by said railroad to construct its electric railroad, as described in said petition, said railroad commissioners upon due procedure, together with the selectmen as a joint board, have made such appraisal, and said commissioners as by law required, certify to you the damages to said land owners as awarded by said joint board to be as follows, to wit:

To George H. Brigham	\$175.00
To Mary A. Stearns	75.00

To be paid to them by said Goff's Falls, Litchfield & Hudson Street Railway Company.

Dated June 25, 1906.

HENRY M. PUTNEY,

ARTHUR G. WHITEMORE,

GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

To the Honorable Secretary of State of New Hampshire:

Notice of the hearing upon the foregoing petition having been given as appears by the notice and return of service thereon hereto annexed the board of railroad commissioners and the selectmen of said Hudson attended according to said appointment, and said board of railroad commissioners and said selectmen being met and constituting a joint board for the appraisal of damages occasioned to Abram Ferryall, George H. Brigham, and Mary A. Stearns, owners of land in said Hudson taken by said Goff's Falls, Litchfield, and Hudson Street Railway Company to construct its electric railroad, as described in said petition, did make examination of said land and hear all parties interested, their witnesses and arguments. And upon consideration thereof said joint board does award the damages to said land owners as follows, to wit:

To George H. Brigham	\$175.00
To Mary A. Stearns	75.00

To be paid to them by said Goff's Falls, Litchfield & Hudson Street Railway Company.

Dated June 25, 1906.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners of New Hampshire.

JAMES P. HOWE,
P. J. CONNELL,
GEORGE F. BLOOD,

Selectmen of Hudson.

To the Town Clerk of Litchfield, in the County of Hillsborough and State of New Hampshire:

Upon the petition of the Goff's Falls, Litchfield & Hudson Street Railway Company to the board of railroad commissioners of said state to appraise the damages occasioned to George H. Brigham, Josephine R. Holland, German Kendall, Matthew Campbell, Ira D. Ford, Julia Bixby, Lucretia Bixby, Selah Bixby, and James W. Hopwood, et al., minors, James Hopwood, guardian, owners of land in said Litchfield taken by said railroad to construct its railroad, as described in said petition, said railroad commissioners upon due procedure, together with the selectmen as a joint board, have made such appraisal; and said commissioners as by law required, certify to you the damages to said land owners as awarded by said joint board to be as follows, to wit:

To George H. Brigham \$91.00

James W. Hopwood, et al., minors, James Hopwood, guardian 75.00

To be paid to them by said Goff's Falls, Litchfield & Hudson Street Railway Company.

Dated June 25, 1906.

HENRY M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

To the Honorable Secretary of State of New Hampshire:

Notice of the hearing upon the foregoing petition having been given as appears by the notice and return of service thereon hereto annexed, the board of railroad commissioners and the selectmen of said Litchfield attended according to said appointment; and said board of railroad commissioners and said selectmen being met and constituting a joint board for the appraisal of damages occasioned to George H. Brigham, Josephine R. Holland, German Kendall, Matthew Campbell, Ira D. Ford, Julia Bixby, Lucretia Bixby, Selah Bixby, and James W. Hopwood, et al., minors, James Hopwood, guardian, owners of land in said Litchfield taken by said Goff's Falls, Litchfield & Hudson Street Railway Company to construct its electric railroad, as described in said petition, did make examination of said land and hear all parties interested, their witnesses and arguments. And upon consideration thereof said joint board does award the damages to said land owners as follows, to wit:

To George H. Brigham \$91.00

To James W. Hopwood, et al., minor, James Hopwood, guardian \$75.00

To be paid to them by said Goff's Falls, Litchfield & Hudson Street Railway Company.

Dated June 25, 1906.

HENRY M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

NORRIS C. GRIFFIN,
GEORGE C. DANFORTH,
ROY H. CAMPBELL,

Selectmen of Litchfield.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

The undersigned hereby respectfully petition your honorable board to change the location of a certain part of the electric railway line (as now staked out) of the "Goff's Falls, Litchfield & Hudson Street Railway," so as to straighten the same across the land of the following named parties, viz., starting from a stake where the line crosses the brook on F. L. Center's land, thence northerly across the land of F. L. Center, M. M. Campbell, Ira Ford, and the Misses Bixbys, to a stake between the pine and maple trees on the line between the land of the Misses Bixbys and land of J. A. Marsh, thereby taking out the curve and angle on the land of the above-named parties.

Signed,

MATTHEW M. CAMPBELL.
F. L. CENTER.
LUCRETIA BIXBY.

LITCHFIELD, N. H., May 28, 1906.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss.

To the Board of Railroad Commissioners for the State of New Hampshire:

Respectfully represents William H. Holland and Josephine R. Holland, his wife, both of Litchfield, in the county of Hillsborough and state of New Hampshire, and say that the said Josephine R. Holland is the owner in fee of a certain tract or parcel of land with the buildings thereon situated in said Litchfield, on the west side of the River road, so called, leading from Litchfield Village to Hudson in said county; that the Goff's Falls, Litchfield & Hudson Street Railway Company is a railroad corporation established and existing under and by virtue of chapter 268 of the Laws of 1903; that said corporation has located its railway tracks and filed said location with the secretary of state in accordance with the laws of the state of New Hampshire; that said railroad as laid out and located by said corporation passes over and upon the farm of said Josephine R. Holland; that the damages have not been assessed to your petitioners; that your petitioners are aggrieved and dissatisfied with the said location so made.

Wherefore, your petitioners pray that said location may be so changed so that said railroad will not cross or enter upon said farm.

WILLIAM H. HOLLAND.
JOSEPHINE R. HOLLAND.
By their Attorneys,
HAMBLETT & SPRING.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss.

To the Board of Railroad Commissioners for the State of New Hampshire:

Respectfully represents George H. Brigham and Sarah M. Brigham, his wife, both of Nashua, in the county of Hillsborough and state of New Hampshire, and say that the said Sarah M. Brigham is the owner in fee of a certain tract or parcel of land with the buildings thereon, situated in Hudson, in said county and state, on the River road, so called, leading from Hudson to Litchfield; that the Goff's Falls, Litchfield & Hudson Street Railway Company is a railroad corporation established and existing under and by virtue of chapter 268 of the Laws of 1903; that said corporation has located its railway tracks and filed said location with the secretary of state in accordance with the laws of the state of New Hampshire; that said railroad as laid out and located by said corporation passes over and upon the farm of said Sarah M. Brigham; that the damages have not been assessed to your petitioners; that your petitioners are aggrieved and dissatisfied with the said location made by the said selectmen.

Wherefore, your petitioners pray that said location may be changed so that said railroad will not cross or enter upon said farm.

GEORGE H. BRIGHAM.
SARAH M. BRIGHAM.
By their Attorneys,
HAMBLETT & SPRING.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents Mary A. Stearns by her attorney, Will W. Stearns of Hudson in the county of Hillsborough, that at the session of the New Hampshire state legislature, holden in 1903, a special act was passed, incorporating the Goff's Falls, Litchfield & Hudson Street Railway Company, which act was approved March 7, 1903, and that under and by virtue of said

special act the said corporation is now taking steps to secure a location for an electric railway between Manchester and Hudson, both in said county; that for that purpose the said corporation has secured a location different from that granted it in said special act, which location has been granted and approved by the selectmen of said Hudson; that under the present proposed location your petitioner will be called upon to surrender to the said corporation a strip of land fifty feet wide and about forty rods long, being the most valuable portion of his farm situate upon the proposed location. Your petitioner further states that she is aggrieved by the said location and prays that there may be a new location according to what the commissioners, in their opinion, may deem just.

Dated this 26th day of May, A. D. 1906.

MARY A. STEARNS.

By her Attorney,

WILL W. STEARNS.

STATE OF NEW HAMPSHIRE.

CONCORD, May 29, 1906.

To Board of Railroad Commissioners:

Whereas George H. Brigham of Nashua, Mary A. Stearns of Hudson, William H. Holland of Litchfield, Matthew M. Campbell of Litchfield, Fred L. Center of Litchfield, and Lucretia Bixby of Litchfield having filed with this board petitions for change of location of the road of the Goff's Falls, Litchfield & Hudson Street Railway Company in the towns of Hudson and Litchfield, it is ordered that a hearing be had upon said petitions at the police court room in said town of Hudson beginning on Monday, June 25, 1906, at nine o'clock in the forenoon, and that the petitioners notify the Goff's Falls, Litchfield & Hudson Street Railway Company and all persons interested to appear and be heard at said time and place by publishing this order three weeks successively in the *Gridiron* and *Daily Telegraph*, newspapers printed at Nashua, New Hampshire, the last publication thereof to be one week at least before the day of hearing.

HENRY M. PUTNEY.

Chairman.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

June 25, 1906.

Sarah M. Brigham of Nashua and Mary A. Stearns of Hudson, being aggrieved by the location of the Goff's Falls, Litchfield & Hudson Street Railway over and across their premises situate in said Hudson, as made and returned by the Goff's Falls, Litchfield & Hudson Street Railway Company, petitioned this board for a change thereof.

Due notice having been given, a hearing was held at the Hudson police court room in said Hudson on the 25th day of June, 1906, at nine o'clock in the afternoon, and the board considered said petitions and the evidence produced in support thereof and made an examination of the said locations and heard all persons who desired to be heard upon said petitions, as well as the petitioners in relation thereto.

The examination of the aforesaid locations and the evidence produced at the hearing discloses the fact that the public good does require a change of the location of said railway over and across the premises of the said Sarah H. Brigham and the said Mary A. Stearns, in said Hudson.

It is therefore ordered and decreed that the relocated line of said railway over and across the premises of the said Sarah H. Brigham and said Mary A. Stearns shall be as follows:

Beginning at a point sixty-two and one half ($62\frac{1}{2}$) feet easterly from the center line of location as made by said company on the division line of land between Pearl T. Thomas and said Sarah H. Brigham, thence N. O. $29'$ west a distance of five hundred and forty-two (542) feet over and across the land of said Brigham to land of Nancy J. Howard.

Also beginning at a point ten and one half ($10\frac{1}{2}$) feet easterly from the center line of location as made by said company on the division line between Nancy J. Howard and Mary A. Stearns; thence N. O. $29'$ W. over and across said Mary A. Stearns' land three hundred and seventy-three (373) feet; thence on a $57'$ curve to the right a distance of four hundred and seventy-six (476) feet over and across said Stearns land to station 132—22 on the center line of location as made by said company.

The above described lines over and across the premises of the said Brigham and the said Stearns are the center lines of

relocation ordered, said relocations to be fifty (50) feet in width, measured twenty-five (25) feet on either side of the aforesaid described center lines and at right angles thereto.

The relocations of said railway as above described are shown on a plan and survey of said railway accompanying this order, drawn by John E. Egan, C. E.

HENRY M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,

Railroad Commissioners.

MANCHESTER TRACTION, LIGHT & POWER COMPANY
STOCK.

*To the Honorable Board of Railroad Commissioners of the State of
New Hampshire:*

Respectfully represents the Manchester Traction, Light & Power Company, a corporation duly established by law and doing business in Manchester, in the county of Hillsborough, by its directors, hereto subscribed, that its present capital stock is two million and fifty thousand dollars (\$2,050,000), which has been paid into its treasury; that it has voted and entered into a contract to acquire all the capital stock of the Goff's Falls, Litchfield & Hudson Street Railway Company, a street railway corporation organized to do business in Manchester, Litchfield, Hudson, and Nashua, in said county of Hillsborough; that it is the owner of all the capital stock of the Manchester Street Railway, a street railway corporation doing business in said Manchester, and that said Manchester Street Railway proposes to increase its capital stock for the purpose of double tracking its Goff's Falls line and for other construction; and your petitioner has the legal right to purchase any such new stock of said Manchester Street Railway and has voted so to do; that for the purpose of efficiently serving the public, and successfully and economically carrying on its business, it proposes to install two new generators and appliances at Garvin's Falls and begin other new construction and make other permanent improvements and additions in and to its present plant, all of which will necessitate the expenditure of three hundred and fifty thousand dollars (\$350,000); that at a meeting of its stockholders, held May 31, 1906, it was voted to increase its capital stock for said purposes, subject to the approval of your board, to the extent of three hundred and fifty thousand dol-

lars (\$350,000), and its directors were authorized by said meeting to apply to your board for permission to issue the same; that the amount of its present capital stock and the amount of said proposed increase added thereto, viz., two million four hundred thousand dollars (\$2,400,000), will be less than the amount of capital stock authorized by its charter.

Wherefore, your petitioner prays for an investigation by your board, as provided by law, and that you will authorize the issue of so much new capital stock of said corporation as may be necessary for the purposes hereinbefore set forth, and as in the judgment of your board is reasonably required.

Dated June 1, 1906.

MANCHESTER TRACTION, LIGHT & POWER COMPANY.

WILLIAM A. TUCKER,
GEORGE H. HOOD,
WALTER M. PARKER,
S. REED ANTHONY,
PHILIP L. SALTONSTALL,
BILLINGS P. LEARNED,
ROGER G. SULLIVAN,
HARRY E. PARKER,
ROBERT H. HALLOWELL,
CHARLES M. FLOYD,
STILLMAN F. KELLEY,
J. BRODIE SMITH,

Directors.

By Attorneys,

BURNHAM, BROWN, JONES & WARREN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June 26, 1906.

In the matter of the petition of the Manchester Traction, Light & Power Company asking the approval of the board to the issue of new stock by said corporation to the amount of three hundred and fifty thousand dollars (\$350,000), due and sufficient notice having been given, a hearing was had at the office of Henry M. Putney in Manchester, Monday, June 25, 1906, at eight o'clock in the afternoon, at which hearing the petitioner appeared by its manager and presented its evidence before the board and no one appeared in opposition. It was shown that said petitioner has purchased the entire capital stock of the Goff's Falls, Litchfield & Hudson Railway Company,

for which it has agreed to pay two hundred thousand dollars (\$200,000); that it is double tracking its line from Manchester to Goff's Falls at an expense of seventy-five thousand dollars (\$75,000), and that it is expending seventy-five thousand dollars (\$75,000) for new units of power at Garvin's Falls, new wheels at Kelley's Falls and new appliances at its central station, all of which are legal investments that may properly be capitalized.

Now, therefore, it being deemed and voted by the board upon the facts and for the reasons before stated that the issue of three hundred and fifty thousand dollars (\$350,000) of capital stock is reasonably requisite for the purposes set forth in the petition;

It is ordered that the board approve the issue by said company subject to the provisions of law under which the same are issued, of said three hundred and fifty thousand dollars (\$350,000) of capital stock for the purposes aforesaid, upon the conditions following: that no more shall be issued than is necessary at par value to pay the actual expense incurred for the purposes for which said issue is authorized, and that said company shall open and keep books of account, which shall at all times exactly and clearly show what amounts have been expended for the purposes specified.

HENRY M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

BOSTON & MAINE RAILROAD STOCK.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

Respectfully represents your petitioner, Boston & Maine Railroad, that it is a corporation under the laws of said state and has a franchise to operate a railroad therein; that at a meeting of the stockholders of said corporation, duly called, notified and held for the purpose, in the city hall at Lawrence, Mass., at 10.30 o'clock A. M., October 11, 1905, pursuant to the call of the directors, a copy whereof is herewith submitted, a quorum being present, the holders of a majority of the capital stock of said corporation, acting under Article IV of said call relative to the proposed increase of the capital stock by the

issue of 42,037 new shares of common stock in addition to its present authorized and outstanding capital, voted by a vote of 169,846 in favor and four opposed, to increase the capital stock of said corporation by the issue of 42,037 new shares of its common stock "for the purpose of providing means for making additions to the equipment of the company, and for making permanent improvements to the road, and for abolishing grade crossings, and for other necessary and lawful purposes," and authorized the directors "to cause said forty-two thousand and thirty-seven shares of common stock to be issued and disposed of conformably to law, at such time or times as in their judgment the best interests of the company may require, and to do all other acts and things in the name and behalf of this company necessary or proper to carry this vote into effect," a copy of which vote is herewith submitted.

And your petitioner further represents that the board of directors of said corporation, by a vote passed April 12, 1906, under authority of said vote of the stockholders as passed under said Article IV of the call voted to empower and direct the president of this company to petition your honorable board for the requisite authority and approval, conformably to law, for the issue of forty-two thousand and thirty-seven additional new shares of its common stock as authorized by said vote of the stockholders "for the purpose of making additions to the equipment of the company, and for making permanent improvements to the road, and for abolishing grade crossings and for other necessary and lawful purposes; and that your honorable board shall determine the price at which the amount of the increased capital stock, which has been authorized, shall be offered proportionately to the stockholders for their subscription as provided by law";

And your petitioner further represents that the amount of said capital stock which it desires to apply, pursuant to and for the purposes set forth in the said vote of the stockholders is the amount, as near as may be, which the corporation desires shall be approved and determined upon by your honorable board as reasonably requisite for the said purposes; that the purposes for which it is proposed to make said issue of stock are lawful and consistent with the public interest; and that said issue of forty-two thousand and thirty-seven new shares additional to its present authorized and outstanding capital is reasonably requisite to provide means for the said purposes above named for which said issue of stock is authorized;

Wherefore, your petitioner, Boston & Maine Railroad, respectfully petitions your honorable board that it will approve and authorize said issue of the common stock of this company for the said purposes, in addition to the amount of its capital stock authorized or outstanding, as being an issue to an amount reasonably requisite for said purposes, and that the board will determine the value at which the said new stock shall be offered to the stockholders according to law, and will do all other acts and things necessary or proper to carry the purposes of said votes of the stockholders and of said board into effect, conformably to law, the proceeds of said stock to be applied only for the said purposes.

BOSTON & MAINE RAILROAD.

By LUCIUS TUTTLE,
President.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., July 9, 1906.

It appearing, after notice and hearing and further investigation, that the proposed issue of capital stock is for lawful purposes and consistent with the public interests, it is

Ordered, That the approval of the board be hereby given to the issue by the Boston & Maine Railroad of additional shares of common stock not exceeding forty-two thousand and thirty-seven (42,037) in number, amounting at par value to four million two hundred three thousand seven hundred dollars (\$4,203,700), as an issue of capital stock reasonably necessary and of the amount required for the purpose of providing means for additions to rolling stock by the purchase of freight cars; for making permanent improvements in the property by the construction of additional tracks and the erection and equipment of shops connected with the power department, and for abolishing grade crossings.

And it is determined that the value at which the new shares of stock shall be offered to the stockholders who may be entitled to take the same according to law is one hundred and sixty-five dollars (\$165) per share.

HENRY M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

SIDE TRACK AT WEST THORNTON.

To the Board of Railroad Commissioners:

The Boston & Maine Railroad respectfully represents that it desires to build a side track from its main line at West Thornton to the mill of W. D. Veasey for the purpose of furnishing facilities to said mill, and that said side track will cross the highway where it is impracticable to separate the grade.

Wherefore, your petitioner prays for the consent of your honorable board for the construction of the said track at grade as proposed.

G. E. CUMMINGS,
Superintendent White Mountain Division.

The undersigned selectmen of Thornton hereby approve said petition and ask that it be granted.

W. P. VAN HOUSEN,
F. W. CONNOR,
Selectmen of Thornton.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., August 28, 1906.

The Boston & Maine Railroad having petitioned the board for its consent in writing to the construction of a crossing, at grade, upon a side track between its main line at West Thornton and the mill of W. D. Veasey, and the selectmen of Thornton having endorsed the petition, the consent prayed for is hereby granted.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Railroad Commissioners of New Hampshire.

OPERATION LACONIA STREET RAILWAY.

To the Board of Railroad Commissioners for the State of New Hampshire:

We, the undersigned, directors in the Laconia Street Railway, respectfully represent that said street railway from a point on Union avenue, near the residence of the late Samuel C. Clark, in said Laconia, thence northerly to the terminus of said

railway at The Weirs, so called, in said Laconia, cannot be operated without great loss to the company after October 15 to the first of May following.

Wherefore, the directors apply to and petition said board of railroad commissioners to authorize them to discontinue that part of said street railway, beginning at a point opposite the dwelling of the late Samuel C. Clark, in Laconia, thence extending northerly to its terminus at The Weirs, from and after October 15, 1906, until the first day of May, 1907.

ALBERT S. FOLSOM,
SAMUEL B. SMITH,
EDMUND LITTLE,

Directors.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 24, 1906.

The Laconia Street Railway is hereby authorized to discontinue the operation of its railway between a point on Union avenue, near the residence of the late Samuel C. Clark, in Laconia, and the northern terminus at Weirs, from the fifteenth day of October, 1906, to the first day of May, 1907.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

OPERATION DOVER, SOMERSWORTH & ROCHESTER AND
SEABROOK & HAMPTON BEACH STREET RAILWAYS.

Hon. Henry M. Putney, Manchester, N. H.:

DEAR SIR:—We hereby petition for permission and authority to discontinue the operation of the Seabrook & Hampton Beach Street Railway Company from November 1, 1906, to April 1, 1907, and the portion of the loop in Rochester beyond Strafford Square from November 1, 1906, to June 1, 1907. This period of discontinuance is the same as allowed for the past two years.

Yours very truly,

D. A. BELDEN,

President.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., October 9, 1906.

The Seabrook & Hampton Beach Street Railway Company, having petitioned the board for authority to discontinue the operation of a portion of its road extending from the square at Smithtown (a part of Seabrook), in the state of New Hampshire, through South Seabrook (so called) in said Seabrook, and over Seabrook Beach (so called), and over Hampton River bridge to the northerly end of said bridge during the winter months, and having satisfied the board that such portion of the road cannot be operated without heavy loss in the winter, said company is hereby authorized to discontinue the running of its cars from November 1, 1906, to April 1, 1907.

HENRY M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,
Railroad Commissioners.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., October 9, 1906.

The Dover, Somersworth & Rochester Street Railway Company, having petitioned the board for authority to discontinue the operation of a portion of its road in Rochester during the winter months, and having satisfied the board that such portion of the road cannot be operated without heavy loss in the winter, is authorized to discontinue the running of its cars from November 1, 1906, to June 1, 1907, upon that part of the loop so called beyond Strafford Square on Main street.

HENRY M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,
Railroad Commissioners.

WHISTLING AT DOVER.

To the Honorable Board of Railroad Commissioners of the State of New Hampshire:

We, the undersigned citizens of Dover, and living on Silver street and Belknap street, in the vicinity of the whistling posts

for Folsom street and Washington street, in said city of Dover, respectfully represent that the whistling of all northbound trains at said point is a great annoyance to the citizens living in that immediate vicinity; that said whistling posts are in the compact part of the city; that as said crossings are protected, said Washington street by gates and Folsom street by a flagman, the discontinuance of the same would not endanger the traveling public at said crossings.

Wherefore, we pray for an order discontinuing the whistling by all engines approaching said crossings from the south.

GEORGE W. BENN and thirty-nine others.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 10, 1906.

George W. Benn and thirty-nine others having petitioned the board for a discontinuance of the whistling required and given at the Folsom street and Washington street crossings in the city of Dover upon the Eastern Division of the Boston & Maine Railroad, for all trains approaching same from the south, and it having been made to appear that said crossings are in the compact part of the city and are within three hundred and twenty feet of each other, and that said crossings are protected, said Folsom street by a flagman and said Washington street by gates and that said whistling is not necessary;

Now, therefore, it is voted and ordered that there shall be only one whistle signal for both of said crossings for all trains approaching same from the south.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

LOCATION OF WHISTLING POSTS AT GRAFTON CENTER.

CONCORD, N. H., November 16, 1906.

Hon. Henry M. Putney, Chairman Railroad Commissioners, Manchester, N. H.:

DEAR SIR:—On account of changing the location of the station building at Grafton Center, the whistling posts, with reference to the first crossing south of the station, must necessarily

be changed, as the old location of post, placed at a distance of 1,320 feet from the crossing, locates itself on the concrete platform opposite the passenger depot.

The first convenient place being just south of the platform referred to, which measures 1,120 feet from the crossing, will be pleased to receive your approval regarding this change.

Yours truly,

W. F. RAY,
Superintendent.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 22, 1906.

Upon consideration of the foregoing application and for the reasons therein stated, permission is granted to place the whistling post at Grafton Center, with reference to the first crossing south of the station, 1,120 feet from the crossing.

HENRY M. PUTNEY,
ARTHUR G. WHITEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

CROSSING PROTECTION AT POWWOW RIVER CROSSING,
EAST KINGSTON.

STATE OF NEW HAMPSHIRE.

To the Board of Railroad Commissioners:

Respectfully represents the Boston & Maine Railroad, a corporation duly existing by law and operating a railroad in and through the town of East Kingston, county of Rockingham, in said state:

The road of said corporation crosses a highway in said East Kingston, at a point known as the Powwow River Crossing, so called.

At the annual meeting of said town, held on March 13, 1906, said town voted as follows:

"Voted unanimously that the town compel the Boston & Maine Railroad to erect gates at the Powwow River highway crossing, also voted that the chairman of the board of selectmen deliver a copy of this vote."

That upon receiving, by a copy, notice of said vote, the petitioner investigated, examined, and considered the conditions and requirements of said crossing, and determined, after such investigation and examination, that the safety of the public does not require erection of gates at said crossing, within the meaning of the law.

In accordance with the authority and requirements of section 17, of chapter 159, of the Public Statutes, the petitioner hereby applies to his honorable board for such disposition of the matter as in your judgment should be made; and for an examination of the crossing and the determination of the question whether the public good requires the change proposed, or any other change to be made.

Wherefore, the petitioner respectfully submits the foregoing for the consideration, direction or order of the commissioners in the premises.

May 16, 1906.

BOSTON & MAINE RAILROAD.

By its Attorney,
JOHN M. MITCHELL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 22, 1906.

Due notice having been given, a hearing was had upon the petition of the Boston & Maine Railroad Company appealing from the vote of the town of East Kingston, passed at its annual meeting in March, 1906, requiring said railroad to erect gates at its grade crossing over the highway in said East Kingston, at the Powwow River Station, so called, in said East Kingston on the eleventh day of October, 1906, at 11 o'clock A. M., at which hearing said petitioner appeared by Hon. John M. Mitchell, its counsel, and its superintendent, Mr. Merritt, and said town by its selectmen, and all evidence and arguments presented were fully heard and considered and a view of the crossing in question was had.

The crossing under consideration is located in said town of East Kingston, and the highway crosses the main tracks of the Western Division of the Boston & Maine Railroad at Powwow River Station so called; said highway runs through a farming community and is the main thoroughfare between sections of Kingston and East Kingston. There is located at said station

two stores and a postoffice. The buildings in which the stores are located adjoin the railroad right of way and from their position obstruct a view of the track and trains approaching from the east. The southerly side of said highway is more open and on that side is located the depot and side tracks, and when said side tracks are occupied by freight cars the view is more or less obstructed by the freight cars. The station agent has been in the habit of flagging the crossing when not engaged at the depot, but the work required of him at the depot is such that he cannot properly flag all trains.

In the judgment of the railroad commissioners a permanent signal should be placed at this crossing to warn those using the same of approaching trains. It was suggested at the hearing that an automatic crossing signal bell such as is in use at similar stations elsewhere would be a sufficient warning and would be a protection to the traveling public using this crossing. The selectmen representing the town assented to the suggestion provided the signal bell should prove as effective as it was represented it had done elsewhere.

It is therefore ordered that the Boston & Maine Railroad install at the Powwow River crossing a twelve-inch automatic crossing signal bell in a conspicuous place, so arranged as to be operated automatically by trains approaching this crossing from either direction, and so connected by an electrical device that said bell will commence to ring as the trains approach within eighteen hundred (1,800) feet of the crossing and to continue ringing until the trains have passed said crossing. The same to be installed within thirty days from the date of this order.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,

Railroad Commissioners of New Hampshire.

DRAWBRIDGE ON THE PORTSMOUTH & DOVER RAILROAD.

To the Board of Railroad Commissioners for the State of New Hampshire:

Respectfully represents the Boston & Maine Railroad, a corporation duly established under the law of said state of New Hampshire, and operating a steam railway from Portsmouth, in Rockingham county, in said state, to Dover, in Strafford county, in said state, along certain locations legally acquired and now owned by said company.

That the said railway was originally constructed by the Portsmouth & Dover Railroad under a certain act passed by the legislature of said state of New Hampshire, entitled "an act to incorporate the Portsmouth & Dover Railroad," and more particularly described in chapter 4318, Laws of 1866.

That the said Boston & Maine Railroad is the legal successor to the Portsmouth & Dover Railroad, so called, and holds all the rights, and is subject to all liabilities of the said Portsmouth & Dover Railroad. That in the operation of said railway it is necessary to cross certain navigible waters, called the Piscataqua river. That said river is crossed by means of a bridge originally constructed by said Portsmouth & Dover Railroad, under the provisions of said above mentioned act, subject to the approval of the board of railroad commissioners for said state, and is now owned and operated by said Boston & Maine Railroad.

The said petitioner desires to shorten the movable portion of said bridge, narrow the roadway over said movable portion, and construct a draw thereon, in accordance with the accompanying plans.

Wherefore, the said Boston & Maine Railroad petitions your honorable body for permission to shorten the movable portion of said bridge, narrow the roadway over said movable portion, erect and maintain said draw and to approve said plans.

BOSTON & MAINE RAILROAD.

By its Attorneys,

KIVEL & HUGHES.

NOVEMBER 22, 1906.

MANCHESTER, N. H., December 14, 1906.

Upon hearing duly held on the within petition the prayer of said petitioner is hereby granted, and said plans are hereby approved by us.

HENRY M. PUTNEY,
ARTHUR G. WHITTEMORE,
GEORGE E. BALES,
Board of Railroad Commissioners.

PART VI.

ACCIDENTS.

ACCIDENTS.

DEATH OF JAMES RILEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, January 29, 1906.

Investigation at Manchester, January 26, 1906.

Witnesses: William G. Crosby, engineer, Concord, N. H.; G. S. Whitney, fireman, East Andover, N. H.; George A. Hackett, conductor, Concord, N. H.

Blackwater Crossing is located between Enfield and West Canaan on the Concord division of the Boston & Maine Railroad. The highway approach to this crossing from Canaan is through a covered bridge located nearby, thence the road descends to low land, with a sharp ascent to the crossing. A team coming in this direction would not therefore be observed by the engineer of a train running east until it was nearly upon the crossing. As passenger train No. 766, running from White River Junction to Concord, was nearing this crossing Sunday, January 7, 1906, and distant therefrom about one hundred feet, a horse and sleigh appeared on the crossing, the single occupant of the conveyance apparently unconscious of his perilous situation. The usual crossing whistle had been sounded and the bell rung. The engineer at once blew the danger signal, shut off steam and applied the brakes, but the train could not be stopped in that distance and the team was struck, the horse being thrown to one side and instantly killed and the man and sleigh hurled in the opposite direction. The train, which consisted of six cars, was running about twenty-five miles an hour, was brought to a stop with the rear end about two car lengths over the crossing. Conductor George A. Hackett immediately went back, and upon examination found that the man had been instantly killed.

The evidence tended to show that he was not struck by the engine, but received his fatal injuries from the force of the

fall, as he was thrown a considerable distance from the sleigh. The body was placed on the train, which was run back to Enfield. It was learned that the man was James Riley, that he was about forty-five years old and lived in Lebanon. He had been to Canaan, probably driving out the day previous, and was seen at Canaan about two o'clock Sunday afternoon under the influence of liquor. As the accident occurred at 3.15 P. M. he had evidently not entirely recovered his faculties, and it was due to his condition that he did not take the precaution that a reasonably prudent man should when approaching a railroad crossing. The train was a little late, but was running at the usual rate of speed at that point. All the train men were in their usual places attending to their duties, and it does not appear that any act on their part could have prevented this accident.

GEORGE E. BALES,
For the Board.

DEATH OF JOHN W. JERRY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., January 30, 1906.

Investigation at Manchester, January 26, 1906.

Witnesses: F. M. Welch, brakeman, Bellows Falls, Vt.; M. J. Walsh, conductor, Bellows Falls, Vt.; Thomas Orr, fireman, Charlestown, Mass.

John W. Jerry, a young man of a roving disposition, whose home was understood to be in St. Albans, Vt., was instantly killed at Walpole about four o'clock in the afternoon of January 1, 1906, by being struck by the locomotive of express train No. 502. It appears that this man had worked in various places, and was what is known as a "tramp weaver." He had recently left the situation in which he was employed in Keene and was on his way to St. Albans. During the forenoon of January first he had been seen about the railroad yard in Walpole and was noticed to be considerably under the influence of liquor. Apparently he had absolutely no business about the yard and his presence there can only be accounted for from the fact that he was without money and looking for an opportunity to steal a ride on some western bound freight. Way freight No. 561, running from Troy to Bellows Falls, had been shifting in the

yard and had set off on a side track to allow the express train bound east to pass. Among other cars on the siding were two stock cars standing about ten feet apart. As the locomotive of the express train was passing this point, Jerry jumped out from between these cars and was struck by the side of the pilot beam and thrown against a car on the side track. His neck was broken, death being instantaneous. But little evidence was submitted on the point, but all the circumstances tended to establish the fact that Jerry was watching for a chance to get a ride on the freight, and hearing a bell ring he evidently thought it was this train that was pulling out and jumped to his death. His intoxicated condition undoubtedly contributed to the confused state of his mind. It was not possible for any one in charge of either train to have averted this accident. The fault or misfortune was wholly his own.

GEORGE E. BALES,
For the Board.

DEATH OF IGNACE MALO.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., January 30, 1906.

Investigation at Manchester, January 26, 1906.

Witnesses: Henry S. Elliott, conductor, Concord, N. H.; William D. Spaulding, motorman, Concord, N. H.

Ignace Malo, a lad about twelve years old, was fatally injured by an electric car near the Pittsfield crossing in the village of Suncook, January 10, 1906, a few minutes before one o'clock in the afternoon. This boy was one of a number of French children who were in the street on their way to school, just beyond the crossing over the Pittsfield track, and he and the others ran after the electric as it went along as if they intended to catch hold of it and ride. The conductor, Henry S. Elliott, who was in the rear vestibule, shouted to them to go away, and soon after, the car having stopped before reaching the crossing, left it and walked ahead to see that the track was clear, which was according to the rule. Finding that no train was coming on the steam road he signalled the motorman, William D. Spaulding, to come over, and at the same time looking back to the car saw the Malo boy lying in the street behind it. The motorman released the brakes but at the same moment re-

ceived a signal from a section man in the rear vestibule to stop, and did so. It was learned later from the children who were with him that as the car ran slowly up the hill towards the crossing young Malo darted under it, caught hold of a truss rod with one hand and was riding there, waving his other hand to his companions when he fell upon the track and was run over. Both of his arms were crushed and one leg was badly injured. He was taken to the hospital, where he died about four hours later. The men responsible for the movement of the car appear to have done everything in their power to prevent accidents to the passengers and to all others. They strictly obeyed every rule and took every precaution and were in no way at fault.

If any one can be censured it is the parents of the large number of children, who, according to the evidence before us, allow them to run after electric cars and attempt to get upon them when they are passing.

H. M. PUTNEY,
For the Board.

DEATH OF HUGH E. SHAW, S. H. MACLEAN, AND F. R. TARBELL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., April 16, 1906.

Investigation at Manchester, April 9, 1906.

Witnesses: W. R. Mooney, superintendent, Nashua, N. H.; J. F. Duffey, conductor of No. 341, Nashua, N. H.; Alfred Betters, head brakeman of No. 341, Nashua, N. H.; J. H. Burgoin, middle brakeman of No. 341, Nashua, N. H.; F. D. Eccleston, flagman of No. 341, Nashua, N. H.; J. A. Reed, telegraph operator, Windham Junction, N. H.; D. P. O'Sullivan, conductor of No. 372, Nashua, N. H.; W. S. Sanborn, brakeman, Nashua, N. H.; William Bennett, fireman, Nashua, N. H.; G. H. Woods, brakeman, Nashua, N. H.; George E. Terris, engineer, Nashua, N. H.

On Friday, March 16, 1906, at nine o'clock in the evening, an extra freight train left Nashua to run to Rochester over the Worcester, Nashua, and Portland division of the Boston & Maine Railroad. Its crew consisted of Hugh E. Shaw, engineer; Mr. McLean, fireman; Albert Betters, head brakeman; J. H. Burgoin, middle brakeman, and F. D. Eccleston, flagman. It reached

Rochester at 12.30 A. M. on the seventeenth, and an hour later the crew left that place for Nashua with an extra freight numbered 341, which consisted of nineteen cars, the locomotive, and buggy. This train arrived at Windham Junction at 4.30 o'clock A. M., and Engineer Shaw and Conductor Duffy went into the telegraph office for orders. The operator, James A. Reed, gave each of them a copy of the following order, which both read aloud in his presence and in the presence of each other and signed in accordance with the rules:

"For Windham Jct.

C. & E. Ex 341, No. 332.

"Frt. extra 372 three seventy-two and No. 305 three hundred and five will meet No. 332 three thirty-two and Frt. Extra 341 three forty-one and Frt. Extra 1029 ten twenty-nine and Frt. Extra 1017 ten seventeen at West Windham. No. 332 three thirty-two and Frt. Extra 341 three forty-one and Frt. Extra 1029 ten twenty-nine and Frt. Extra 1017 ten seventeen have right over No. 307 three hundred seven Hampstead to Nashua June.

"W. R. MOONEY,

"G. E. G."

The meaning of this, which was perfectly understood by Mr. Duffy, was that his train No. 341 and three others that were following it were to proceed to West Windham, run upon a siding and wait for an extra, No. 372, and a regular, No. 305, from Nashua to pass, when they would have the right of way to Nashua. Having received and read it, it was the duty of the conductor to read it to the middle brakeman and flagman and of the engineer to read it to his firemen and head brakeman, who were in the engine. Upon the receipt of the order Mr. Shaw went to his engine and Mr. Duffy to the caboose, where Eccleston and Burgoin were, and the train started for West Windham, where it was side tracked. As soon as they reached West Windham, Mr. Duffy having shown the order to the brakeman and hung it on a hook over his desk laid down and went to sleep, as did Eccleston and Burgoin a few minutes later. When the train had been upon the siding about twenty-five minutes No. 305, the regular from Nashua, passed, going east upon the main track, and Betters by Shaw's order set the switch so as to let them out, and Shaw ran out upon the main and proceeded towards Nashua. When they had gone about a mile and a half they met extra No. 372, which according to orders was running towards Rochester, and a head on collision occurred, wrecking the locomotives, smashing several of the cars, fatally injuring Engineer Shaw and killing Fireman Mc-

Lean of No. 341 and Brakeman F. R. Tarbell of No. 372. Mr. Betters of No. 341 was badly bruised but recovered in three weeks, and Engineer Ferris of No. 372 was injured, but not seriously.

None of the others were seriously injured. No blame attaches to any of the crew of No. 372, which consisted of Conductor D. P. O'Sullivan, Engineer Terris, Fireman William Bennett, Brakeman William Sanborn, and F. R. Tarbell; they had received at Nashua orders corresponding to those given No. 341 at Windham Junction, were running in strict accordance with them, were all at their posts and attentive to their duties.

The accident was due primarily to a mistake by Engineer Shaw, who paid the penalty with his life. In his absence it cannot be ascertained exactly what that mistake was, but as he ran the train off the siding and started it towards Nashua, and as it is inconceivable that he did this knowing that it would meet head on another going in another direction, and as there is no evidence that he was asleep while standing on the siding, the reasonable suggestion is that having misread the order he had it in mind that he was to wait for but one train, and having seen No. 305 pass started, believing the track was clear.

All the testimony supports this view. Mr. Betters says that when Shaw returned to the engine at Windham Junction he asked him what orders he had and he replied "to meet No. 305 at West Windham," and Mr. Duffy testifies that after the collision, while Shaw was being taken from the wreck, he asked, "Did we have a meet on that extra at West Windham?" and was told that they certainly did. It does not appear that Brakeman Betters or Fireman McLean, who was killed, were in any way at fault. Mr. Shaw should have read them the order when he went to his engine at the junction, but Betters swears that he did not and there is no evidence that he informed them in any way of its contents. If he had, one or both of them would doubtless have known they were to meet two trains and advised him that only one had passed. Duffy, Burgoin and Eccleston, who were asleep in the caboose, were awakened by the jar when the train started. They understood perfectly that they were to meet No. 305 and No. 372, but as they saw No. 305 had gone by supposed No. 372 had preceded it, and some remark to that effect passed between them. So supposing they apprehended no trouble until the collision took place. If either of them had been awake and alert, he would have seen that only No. 305 had gone by, and should and doubtless would have informed Shaw of his mistake. All of them agree as to the facts and frankly admit their mistake, which proved so fatal. The

members of the two crews were all spare men, who worked when called to run extra trains, but they are all experienced on that division, Duffy having been in the service three and one half years, Shaw ten years, Eccleston four years, Burgoin three years, Betters five and one half months, and H. McLane nine months. None of them claim to have been overworked, or that they had not had ample time in which to sleep before they left Nashua at nine o'clock Friday evening.

It developed during the investigation that there is an agreement between the company and the man that when they have been on duty continuously as much as sixteen hours they shall not be called again until they had nine hours' rest, and that these spare men had not worked any day that week an average of more than nine hours in each twenty-four. On Friday Betters and Eccleston reached Nashua on a train from Portland at 3.45 in the morning, and had from that time until 8.30 in the evening, or about seventeen hours, when they were called for No. 341, which left at nine. Duffy reached Nashua at 9.17 A. M., and had until 8.30 P. M., or about eleven hours; Burgoin had not worked after Thursday at 2.40 P. M.; Shaw reached Nashua from Portland Thursday at 4 A. M., and had until 8.30 P. M., or sixteen hours. But some of them had not taken the sleep they needed, having occupied the time otherwise about their homes and calling upon friends.

HENRY M. PUTNEY.

ARTHUR G. WHITEMORE.

GEORGE E. BALES.

DEATH OF CHARLES STEVENS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., June 25, 1906.

Investigation at Concord, June 15, 1906.

Witnesses: I. H. Maxfield, engineer, Concord, N. H.; E. P. Young, engineer, Concord, N. H.; George Hyland, car inspector, Woodsville, N. H.

Charles Stevens, a man about sixty-five years of age, on the morning of April 9, 1906, was walking on the track of the White Mountain Division of the Boston & Maine Railroad, just inside the yard limit at Woodsville, N. H., when he was struck by

the engine of freight No. 271 as the same was approaching Woodsville.

It appeared from the evidence that Mr. Stevens heard the approaching train and stepped from the main track and continued walking towards Woodsville, but on approaching a truck frame standing beside the main track he again stepped back on to the main track in front of the approaching train, evidently with the intention of passing around the truck frame and then stepping off, but before he had time to pass the truck frame he was overtaken and struck by the approaching engine. The train was immediately stopped and he was taken to the Cottage Hospital at Wolfeborough and died from the injuries received about forty-five minutes later.

The engineer of the freight, when he saw Mr. Stevens step from the main track out of danger of the approaching train, allowed his train to continue at the usual rate of speed at that place, which was not more than five or six miles an hour, not apprehending, nor could he reasonably apprehend that Mr. Stevens would again step back on to the track in front of his engine. He was then so near to the train it was impossible for the engineer to stop the same, and under the circumstances no blame attaches to the engineer or the train crew. His careless act in stepping in front of the approaching train was the sole cause of the accident.

A. G. WHITTEMORE,
For the Board.

DEATH OF LEWIS COCHRAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., June 25, 1906.

Investigation at Concord, June 15, 1906.

Witnesses: Daniel Kingsley, conductor, Concord, N. H.; M. J. Smith, Enfield, N. H.; Robert Talbert, Enfield, N. H.

Lewis Cochran, a young man about twenty-three years of age and a resident of Enfield, N. H., on May 30, 1906, at the Enfield station, about 7.52 o'clock P. M., when train No. 282 was passing the Enfield station going towards Canaan, attempted to board the train when the same was in motion, running at the rate of five or six miles an hour, he was seen to seize one of the handles of the freight car and swing around to the rear

of the same, when losing his hold he fell on to the track between the cars and was run over, both limbs being severed from his body. He was immediately taken into the station and Dr. Dinsmore took charge of the case, Mr. Cochran dying soon after.

This accident was caused by the carelessness of Mr. Cochran in attempting to board a moving train not scheduled to stop, with the evident intention of stealing a ride. No blame attaches to the train crew or the employees of the road, as they could not in the performance of their several duties prevent the same.

A. G. WHITEMORE,

For the Board.

DEATH OF MRS. ALTON ELAZARIAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., June 26, 1906.

Investigation at Concord, June 15, 1906.

Witnesses: I. F. Mooney, conductor, Concord, N. H.; Irving Willoughby, engineer, Woodsville, N. H.; George D. McIntire, fireman, Concord, N. H.

Mrs. Alton Elazarian, a woman about nineteen years old, with her sister and little child, were walking on the railroad track near Pike's Station, March 21, 1906, when the locomotive of passenger train No. 33, running from Concord to Woodsville, struck and fatally injured Mrs. Elazarian when she was on a bridge a short distance south of the station. The circumstances attending the accident as obtained from the testimony of witnesses were as follows: Mrs. Elazarian lived with her husband in a dwelling-house located near the railroad, and on a highway which led past the premises to the railroad station at Pike's; the public highway running in front of the dwelling and the railroad right of way being directly in the rear. The railroad property was not fenced and people were accustomed to cross through the land in the rear of the house to the railroad track and thence up the track to the station at Pike's, this route being somewhat shorter than by the highway. Upon the day of the accident it seems Mrs. Elazarian, her sister and child, had started for a walk, to the railroad station, and chose the track, possibly because it afforded better walking. They were first observed by the fireman, as the train was rounding

a curve, he, being on the short side of the curve, was able to see them an instant before the engineer. The fireman, who was ringing the bell at the time, at once informed the engineer that there were persons upon the track. The engineer immediately gave the danger signal and threw the brakes into the emergency. Both women heard the danger whistle, as they turned toward the approaching train. The woman with the child stepped outside the rail and sat down on the shoulder of the track and was unharmed; the other woman, Mrs. Elazarian, apparently became confused and rushed up the track and upon the bridge. Before she reached the other side of the bridge she was struck by the pilot of the engine and thrown into the ditch on the fireman's side. Engineer Willoughby testified that the train was running at its usual rate of speed, which was about thirty miles an hour, when the women were first observed on the track and was brought to a stop within three hundred feet after the application of the brakes. The injured woman was taken on board the train, but the injuries were so serious that she died before reaching the hospital at Woodsville, to which she was being taken. There was no evidence to the effect that Mrs. Elazarian or her sister intended to take the train at Pike's Station, but so far as could be ascertained they were walking for pleasure, and chose the railroad in preference to any other course, probably because it was free from snow. That everything about the train was in perfect working order, that the trainmen were alert and attentive to their duty, was evident from the fact that the train was brought to such a quick stop. The accident was the result of the unlawful use of the track by pedestrians. Another and safer way of reaching the railroad station was afforded by the public highway, and their selection of the track was neither by right or from necessity, and we cannot conclude that the railroad employees were in any way responsible for this fatality. And further, had Mrs. Elazarian acted with the coolness and wisdom of her sister, who stepped to the side of the track, she would have escaped injury.

GEORGE E. BALES,

For the Board.

DEATH OF PERCY LOUGEE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, August 3, 1906.

Investigation at Manchester, July 31, 1906.

Witnesses: L. W. Stone, engineer, Boston, Mass.; E. Douglass, fireman, Boston, Mass.; E. W. Skillings, conductor, Boston, Mass.; P. J. Murray, station agent, Plaistow, N. H.

Percy Lougee, a young man about twenty-five years of age, on January 30, 1906, about 10 o'clock P. M., left the town hall in Plaistow, N. H., in company with Miss Miller. They took the railroad track as a short way to Miss Miller's home. As they were proceeding up the track they met train No. 909 and stepped over on to the other track to allow this train to pass, when they were overtaken by train No. 908 coming in the opposite direction. Mr. Lougee was struck and fatally injured, dying from his injuries three days later. His companion was injured but not fatally. They were not seen by the engineer of train No. 908, and it is evident that they stepped on to the track just in front of the westbound train. The headlights of both trains were lighted, and train No. 908 on approaching the Plaistow station had given the usual signals, but it is evident that the noise of the passing train was such that they did not hear the train approaching from the opposite direction.

This accident adds another to the long list of accidents resulting from persons walking on the railroad track in lieu of using the public highway, and they will continue to occur until this practice is discontinued.

A. G. WHITTEMORE,

For the Board.

DEATH OF FRANCIS H. PORTER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., August 7, 1906.

Investigation at Manchester, July 31, 1906.

Witnesses: E. J. Large, conductor, Woodsville, N. H.; H. D. Cruikshank, fireman, Woodsville, N. H.; C. P. Avery, flagman, Woodsville, N. H.

June 16, 1906, when northbound freight No. 265 running one hour late was approaching Laconia at a point near Winnisquam, the engineer detected, as he thought, something irregular in the operation of his locomotive, and brought the train to a stop. The flagman, as required by the rules, went back to protect the train. When he had reached a distance of about thirty car lengths, he discovered the mutilated body of a man lying between the rails. The engineer in the meantime had carefully examined the locomotive, but failed to discover anything wrong, and was about to proceed when he received the signal to stop. A further examination by the trainmen revealed the fact that the man was still living though terribly injured. He died within a very few minutes. It was afterwards learned that the body was that of Francis H. Porter, a man about forty-five years old, who resided with his family at Winnisquam. The body was found about 12.25 A. M. Though no convincing evidence was presented, it is probable that this man was struck by the Canadian Pacific night express, No. 177, which passed about an hour previous to the finding of the body. It was a dark, rainy night and the point where the accident occurred was distant about a mile from a highway crossing. Trainmen testified that the headlight in the engine was burning brightly, but the victim was unobserved by any one until discovered by the flagman after the accident. This is a case where it is next to impossible to state with any degree of accuracy just how the man met his death. It is certain, however, that he was a trespasser, that he had no business on the track at that or any other hour, and that if any one was at fault it was the man who was killed.

GEORGE E. BALES,

For the Board.

DEATH OF JOHN BOUCHER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., August 10, 1906.

Investigation at Manchester, August 7, 1906.

Witnesses: D. W. Chandler, conductor, Claremont Junction, N. H.; George G. Whitcomb, baggagemaster, Concord, N. H.; George A. Lovering, brakeman, Manchester, N. H.; John Canty, engineer, Claremont Junction, N. H.; H. L. Hanson, fireman, Concord, N. H.; Robert I. Hart, Claremont, N. H.

John Boucher, a resident of Claremont, N. H., about seventy-five years of age, at about 5.24 o'clock P. M. on the fourteenth day of June, 1906, was struck by train No. 407 on Broad street crossing, in the town of Claremont. Mr. Boucher when first seen by the fireman and engineer of the approaching train was within fifty feet of the track. He continued to walk toward the crossing, when the engineer sounded his whistle and applied the brakes. When within a few feet of the crossing he looked toward the approaching train and started to run, evidently with the purpose or belief that he could cross the track ahead of the train. He was struck by the breast beam of the engine and thrown against the cattle guard fence. The train came to a stop within a few feet of the crossing and he was taken on the train and carried to the depot. He was conscious at the time, and when asked if he saw the approaching train he said "Yes, and that he thought he had time to cross over." Medical attendance was immediately summoned, but his injuries were such that he died an hour later.

The train was running at the usual rate of speed at that point, which was about eighteen miles an hour. The crossing whistle had been sounded and the bell rung, and as soon as the engineer perceived the danger to Mr. Boucher he sounded the danger whistle and applied the brakes.

The trainmen thus exercised reasonable precaution, and had Mr. Boucher heeded the warning and not miscalculated the nearness of the train the accident to him would have been avoided.

A. G. WHITTEMORE,

For the Board.

DEATH OF IRVING O. SANBORN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., August 10, 1906.

Investigation at Manchester, August 7, 1906.

Witnesses: Jeremiah M. Callahan, engineer, Concord, N. H.; B. L. Griswold, fireman, Concord, N. H.; C. S. Willis, conductor, Woodsville, N. H.; Henry F. Fitzpatrick, engineer, Lakeport, N. H.

Irving O. Sanborn, about thirty-nine years of age, of Lakeport, N. H., on the twenty-ninth day of June, 1906, at about four o'clock in the afternoon, attempted to board the southbound

freight train, No. 290, in the Lakeport freight yard. The train was running at from five to ten miles an hour. As he attempted to grab hold of the handle on one of the freight cars he was thrown to the ground and struck by the housing boxes. His ribs were broken and his back was badly injured. He was taken up and carried to his home, which was near the railroad. He died on the evening of July nineteenth from injuries thus received.

No comment as to the cause and responsibility of this accident is necessary beyond the foregoing statement of facts. It would be manifestly impossible for the train crew to prevent an accident of this nature. The cause of this accident is the direct result of Mr. Sanborn's careless act in attempting to board the moving train.

A. G. WHITTEMORE,
For the Board.

DEATH OF EDWARD BOWES.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., August 10, 1906.

Investigation at Manchester, August 7, 1906.

Witnesses: Ira B. Simonds, section foreman, Bethlehem, N. H.; Louis Goulette, section man, Bethlehem, N. H.; James Washon, section man, Bethlehem, N. H.

Edward Bowes, aged thirty years, was found dead beside the railroad track on the morning of July 5, 1906, about three-quarters of a mile north of the Wing road station. There is no highway near the place where the man was found and there are so many trains running over this stretch of track through the night that it was impossible to find out which train struck the deceased. Mr. Bowes, it was learned, came from Saxonville, Mass., and had been at work in Bethlehem, N. H. It was learned that he had been at Whitefield, N. H., the day before.

Nothing further is known of the circumstances or cause of this accident, as he was not seen by any of the train crews that passed over this section of the track during the night, but the presumption is that he on returning from Whitefield to Bethlehem followed the railroad track instead of taking the highway, and while resting fell asleep and was struck by one of the night trains.

A. G. WHITTEMORE,
For the Board.

DEATH OF JOHN SMITH.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, August 14, 1906.

Investigation at Manchester, July 31, 1906.

Witnesses: Byron C. Bickford, conductor, Reading, Mass.; C. E. Gould, engineer, East Somerville, Mass.; H. C. Thomas, fireman, East Somerville, Mass.

As passenger train No. 405 running from Boston to Manchester via Lawrence on May 26, 1906, reached a point distant one fourth of a mile from Londonderry, the fireman observed what appeared to be a man lying between the rails on the track directly in front of his engine. Immediately upon making the discovery he informed the engineer, who at once applied the brakes and brought the train to a quick stop, but not until the engine and four cars had passed over the body of what proved to be John Smith, who had been employed in a shoe shop in Derry. The fireman testified that he had just taken his seat, when he observed the object on the track and that he rang the bell, at the same time appraised the engineer of his suspicions, but the engine was then less than one hundred feet from the man and to stop the train in season to avoid the accident was impossible. A curve prevented the engineer from seeing any considerable distance up the track. As the body was cold when found it is evident that he was not killed by this train. The last train previous to this was an inward freight, which went through Londonderry about an hour before, and it apparently was this train which caused the fatality. A car inspector had some conversation with Smith, who was somewhat under the influence of liquor, and he told him he was going to Derry, that he had bought his ticket but had missed the train and expressed an intention to walk. That he did start to walk is probable, and that overcome by liquor he lay down on the track, and thereby met his death is perhaps the most reasonable explanation of the fatality. The point where the body was found was distant about three fourths of a mile from the nearest highway crossing. This is one of a series of fatal accidents, where men under the influence of liquor to a greater or less extent, regard the railroad as a highway. The train men in this case appear to have done everything that was required of them, and must be exonerated from all blame.

GEORGE E. BALES,

For the Board.

DEATH OF JOHN HUNTER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., August 17, 1906.

Investigation at Manchester, July 31, 1906.

Witnesses: Elisha P. Shurtleff, engineer, West Lebanon, N. H.; Warren E. Emerson, engineer, Concord, N. H.; A. R. Kenney, fireman, Concord, N. H.; George M. Wills, freight conductor, West Lebanon, N. H.

John Hunter, a man about thirty-five years of age, boarded passenger train No. 117, known as the "Peanut train," at Franklin, N. H., on June 8, 1906, considerably under the influence of liquor. His condition grew worse as he proceeded on his journey, and the refusal of the conductor to allow him to drink on the train, caused him to become quarrelsome, requiring the attention of the train crew. Upon the arrival of the train at Canaan at about 9 o'clock P. M., Hunter got off and started down the track toward Summit Siding. He was employed as a stationary engineer a short distance south of this siding, and, with a companion and a bottle of liquor, had started for his home, which was near where he was working. When he had proceeded but a short distance, evidently giving more attention to the liquor than anything else, he partially undressed, lay down by the rail and went to sleep. Passenger train No. 171, due at Canaan at 11.37 P. M., ran over and killed him. Neither the engineer nor fireman saw him and they knew nothing of the accident until informed the next morning by Engineer E. P. Shurtleff of freight train No. 267, who told him his train had just run over the dead body of a man a short distance south of Canaan, and that the man must have been run over and killed some time during the night previous. Engineer Warren E. Emerson of the passenger train found on his locomotive some evidence that he had hit something, and as this was the only train which had passed this point during the night, it must have been the one which caused the fatality. There was no highway crossing within a mile of where the accident occurred. The engineer testified that the track curved sharply to the left and there was a station whistle signal at that point, and he had a distinct recollection of whistling that evening and the fireman swore that he was on his seat ringing the bell. Neither of them saw anything on the track or felt any jar or anything unusual in the movement of the train. Near Hunter's body was found a broken bot-

tle, but this was unnecessary to prove his condition. This man was a trespasser, so intoxicated that he could not exercise any caution, and his death was the result of his own fault.

GEORGE E. BALES,
For the Board.

DEATH OF LOREN E. GRISWOLD:

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., October 9, 1906.

Investigation at Lancaster, N. H., October 2, 1906.

Witnesses: P. G. Abbott, engineer; A. R. Batley, baggage-master; R. H. Bond, fireman; L. A. Bernier, conductor; Calvin Fuller, flagman, Lancaster, N. H.

Loren E. Griswold, about forty years of age, a resident of Massachusetts, while riding on a bicycle over the grade crossing at North Stratford, was struck by the Maine Central passenger train, No. 225, and received injuries from which he died the following day.

Mr. Griswold was on a bicycle trip through northern New Hampshire, and on the twenty-sixth day of July, 1905, stopped at North Stratford for dinner. In the afternoon, about 3 o'clock, as he approached the crossing of the Maine Central Railroad in the lower part of North Stratford village, riding with his head down, he was notified by the flagman at the crossing that the train was approaching. The flagman waved his flag in front of him and shouted, "The train is right here." Mr. Griswold looked up, saw the train and wheeled by the flagman to within two or three feet of the crossing; he then turned and rode along by the side of the same until near the end, where the flagman supposed he was intending to dismount, but instead he turned his wheel and started across the track in front of the approaching train, when it was within six or eight feet of the crossing. The engineer, as soon as he observed Mr. Griswold turn towards the track, applied the brakes, but as the distance was so very short it was impossible to stop or check the train sufficiently to avoid striking him. He was thrown some twenty feet, one leg was terribly mangled and his head bruised. Medical attendance was immediately summoned and by the advice of the local physician he was taken to Lancaster, N. H., where

additional medical aid was provided. His injuries were such, however, that he died the following night.

Mr. Griswold was a man of keen intellect and exemplary habits and a lawyer by profession. Why he should have attempted to cross in front of this moving train we cannot comprehend or give a satisfactory explanation. As he looked toward the approaching train he may not have realized its speed and acting on the impulse of the moment attempted to cross, thus producing the fatal results.

The usual crossing signal was sounded, the engine bell was rung, and as the flagman warned Mr. Griswold of the approaching train the railroad employees did all that could reasonably be expected of them to prevent this accident.

A. G. WHITTEMORE,

For the Board.

DEATH OF ROBERT JOHNSON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., October 9, 1906.

Investigation at Lancaster, N. H., October 2, 1906.

Witnesses: Edwin J. Bertwell, section man; Edwin Chandler, engineer.

Robert Johnson of Conway, N. H., about forty years of age, was found dead on the morning of August 18, 1906, lying beside the track of the Maine Central Railroad, a short distance from the Redstone station in the town of Conway.

Mr. Johnson on the night previous to the accident was in the pool room at Redstone, kept by Mr. Morris, and left the place about 8.30 P. M., supposedly with the intention of returning to his home, which was about one half mile distant. To reach the same it is more direct to follow the railroad track. On the morning of August 18, 1906, about 5 o'clock, he was found lying beside the track, a short distance from the depot. The marks on his head and body indicated that he had been struck by a passing train. The engineer of freight train No. 176 (which runs between Portland and Bartlett and passes this station at about 1.12 A. M.), on his arrival at Bartlett discovered clotted blood on the pilot. From this fact it is evident that train No. 176 was the train that run over Mr. Johnson near the Redstone station.

Mr. Johnson must have fallen asleep beside the track since when this train passed he was not seen by the engineer or fireman. The fragments of a bottle which had contained liquor were found upon his person, and we are of the opinion that he had drunk too freely from its contents, thus causing him to fall asleep in the dangerous position on the railroad track, and by reason of which this accident to him is attributable.

A. G. WHITTEMORE,

For the Board.

DEATH OF JOHN J. SULLIVAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 12, 1906.

Investigation at Manchester, N. H., November 8, 1906.

Witnesses: Charles T. Hall, engineer, Nashua, N. H.; Frank A. Hobart, fireman, Nashua, N. H.; James E. McLaughlin, brakeman, Nashua, N. H.

John J. Sullivan of Nashua, N. H., about thirty-five years of age, while crossing the Alds street crossing of the Nashua & Acton branch of the Boston & Maine Railroad, in the city of Nashua, was on the tenth day of July, 1906, at about 2.45 o'clock P. M. struck and fatally injured.

It appears that Mr. Sullivan was driving a wagon which had a large umbrella attached to the seat, under which he was sitting; that as he approached this crossing a shifter pushing two freight cars was approaching same. The head brakeman of the shifter crew was riding on the forward car when he noticed Mr. Sullivan and his team approaching the crossing, as the view from the car to the team and vice versa from the team to the car was unobstructed. The bell of the engine was ringing. The brakeman observing that there was no effort on the part of Mr. Sullivan to check his horse immediately signaled the engineer to stop. Before the train could be brought to a standstill two cars had passed over the crossing, and when passing the crossing struck the team in which Mr. Sullivan was riding, throwing him out, injuring him in such a manner that he died a few hours later. He was taken immediately to the hospital in Nashua, where he died at twelve o'clock that night.

The highway as it approached the crossing is descending and the horse was going at a fair trot. Had Mr. Sullivan been in the exercise of ordinary care he would have observed the approaching train and have avoided this accident. He acted like one asleep, oblivious to his surroundings. The brakeman shouted to him but he made no response.

At this time there was no flagman on the crossing and the same had not previously been protected by a flagman. As this crossing is within the city limits of Nashua and within the freight yard limits, where there is more or less shifting of freight cars, it should have been protected by a flagman or gates. Since the accident, however, the matter has been called to the attention of the railroad officials and a flagman is now stationed at this crossing.

A. G. WHITEMORE,
For the Board.

DEATH OF JULIAN BISCORNET.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 12, 1906.

Investigation at Manchester, November 8, 1906.

Witnesses: Charles E. Hallett, fireman, Somerville, Mass.

Isaac E. Hall, engineer, Charlestown, Mass.

John W. Drake, conductor, East Somerville, Mass.

Julian Biscornet, a man forty-three years old, employed as a section man, was struck by the locomotive of passenger train No. 61, near Bow Junction, on the afternoon of October 5, 1906, and died at the Margaret Pillsbury Hospital about an hour later as a result of his injuries. Train No. 61 runs from Boston to Concord via Suncook, and on the day of the accident was on time, and as usual made a know-nothing stop before crossing the Merrimack river bridge south of the Bow Junction station. There was no occasion for the train to stop at this station that day. The engineer testified that just after passing the station, there is a sharp curve and that this curve and the section shanty obstructed his view, but at the earliest moment possible he observed this man walking along in the ditch beside the track toward Concord, the same direction in which the train was running. As the man was one of a gang of men, who gave the appearance of being employed at that point, and as he was at

a safe distance from the rail, the engineer did not immediately give the danger signal. When the engine was within about ten feet of him he turned and walked deliberately on to the track. The engineer instantly blew the whistle and applied the brakes, but it was an absolute impossibility to bring the train to a stop until too late to avoid hitting the man, who was thrown to the right of the train, his right leg broken and other injuries sustained. The train was running at the rate of ten miles an hour, and, although there was quite a grade at this point, a very good stop was made. At the time of the accident southbound train No. 140 was passing on the main line and Mr. Biscornet was apparently looking towards this train. It seems almost unaccountable that a man who had been employed there as a section man for seven years, and who of course was perfectly familiar with the running of all regular trains, should allow himself to become so interested in the passing of the southbound train as to be unmindful of the approach of the regular train, which struck him and caused his death. This seems especially strange because of the fact that this latter train was exactly on time. There was evidence submitted to the effect that there were several section men on the opposite side of the track from that on which he was walking, and it is probable he was crossing over to join them. Everything about the train was in perfect working order and all the trainmen were attending to their duties. No evidence was presented to indicate that Mr. Biscornet was otherwise than a temperate man of ordinary prudence, but in some way, for the moment, he failed to observe his usual caution. That fatal moment of absent-mindedness cost him his life.

GEORGE E. BALES,

For the Board.

DEATH OF CHARLES CROCKETT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 14, 1906.

Investigation at Manchester, November 8, 1906.

Witnesses: Louis G. Dore, engineer, Portsmouth, N. H.; William P. Buck, fireman, Portsmouth, N. H.; Jeremiah J. Goodwin, conductor, Portsmouth, N. H.

Charles Crockett, a man about forty-four years of age, was fatally injured, while attempting to drive with a single horse attached to a cutter over the grade crossing, known as Hutchins' Crossing, between Sanbornville and Union, on the Eastern Division of the Boston & Maine Railroad, by the locomotive of southbound passenger train No. 816 from Intervale Junction to Portsmouth, at 6.43 P. M., January 17, 1906. For some time prior to the accident Mr. Crockett was accustomed to drive over this highway from his home in Sanbornville to Union, where he was working in the woods, and therefore was very familiar with this crossing. The train which caused the fatality was running about three minutes late, at the usual rate of speed, which was from thirty-five to forty miles an hour. The whistle was blown at the usual and required distance from the crossing, and the bell was ringing at the time of the accident and had been ringing all the way from the whistling post. The headlight of the engine was lighted by the fireman at North Conway and was burning all right when examined immediately after the accident.

The night was very dark and cold, and the engineer did not see the team until it was almost upon the crossing. Upon observing it he applied the emergency brake and stopped the train in less than seventy rods. Approaching the crossing from the direction in which the train was coming, the track curves a short distance from the crossing, but one approaching from the direction in which Mr. Crockett was driving, when at a point distant two or three rods from the crossing, could have an unobstructed view up the track fully one fourth of a mile. Engineer Dore testified that when he first saw the team the horse seemed to be running very rapidly and was almost upon the track. The horse and shafts were completely cut from the sleigh, which would indicate that the horse only had gotten on to the crossing. The sleigh was not seriously damaged. Owing to the darkness and the fact that the accident was so quickly over, the engineer was unable to form any impression as to whether the occupant of the sleigh had any knowledge of an approaching train. The train was backed up to the crossing, Mr. Crockett was found sitting up in the snow beside the track, conscious but terribly injured. When found he was thickly clad and wore a coat lined with lambskin, with the collar turned up. He was assisted into a car by the train men, and a physician who chanced to be on the train rendered all possible aid. He was brought to Rochester, taken to Hotel Wrisley, where he died about nine o'clock the same evening.

The crossing where the accident occurred is a somewhat blind unprotected one, but perhaps no worse than a hundred others in the state. Its location, at least a fourth of a mile from any inhabitant, and the infrequency of trains running over it, would relieve the railroad company from the obligation of protecting it with gates or a flagman. Assuming that this crossing is in some respects a blind one, Mr. Crockett would certainly have not been killed had he been ordinarily vigilant and prudent. It was of course possible that the horse was frightened at the cars and became unmanageable, though no evidence was submitted as to whether or not the horse was a high-spirited one. It would rather appear that Mr. Crockett was driving along without thought of the train, had his ears bundled up, as it was a cold night, and was not aware of the approach of the train until it was almost upon him. Certainly the trainmen did everything that is required of them. As long as grade crossings exist and persons using them fail to exercise reasonable caution, such accidents as this one are likely to happen.

GEORGE E. BALES,

For the Board.

DEATH OF MRS. LOUISE BLODGETT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 17, 1906.

Investigation at Concord, N. H., November 14, 1906.

Witnesses: Albert H. Blake, engineer, Concord, N. H.; Clayton L. Morgan, fireman, Concord, N. H.

Mrs. Louise Blodgett, a woman over seventy years of age, was fatally injured about half a mile east of Kelleyville, a station in the town of Newport, on the Concord and Claremont branch of the Boston & Maine Railroad about 5.42 A. M., August 28, 1906, by being struck by the locomotive of passenger train No. 402 running from Claremont Junction to Concord. Both the engineer and fireman were in doubt as to the object on the track, being first of the impression that it was something other than a human being. When the train was within about three hundred feet, the person, for such it proved to be, raised her head from the rail and partially turned it toward the approaching train. The engineer immediately used every method to stop, but it was beyond human power to do so in season to

avoid the accident. The train was on time and running about twenty-five miles an hour, its usual speed at that point. The danger whistle was not sounded by the engineer, as he did not have sufficient time after he realized that it was a woman upon the track. Mrs. Blodgett, according to the testimony of her son, E. L. Blodgett, who is employed as a section man, and with whom she resided at Kellyville, had been quite ill for several weeks, but had nearly recovered. She was, however, quite weak as a result of her illness. On the morning of the accident, Mr. Blodgett, who lived near the railroad track, stated that he arose at about 5.30 A. M., and discovered that his mother had left the house; he afterwards learned that she met an acquaintance in the Kellyville yard about 5.20, with whom she spoke pleasantly, appearing to be all right. Upon discovering the absence of his mother, Mr. Blodgett informed his wife, but before they could institute a search the train had passed and they soon learned of the accident. Mrs. Blodgett had walked on the track about a third of a mile in an easterly direction, and probably owing to her weak state had become exhausted and lay down to rest. That she heard the train is evident from the fact that she raised her head and turned towards it, but it is possible that she was not sufficiently aroused to appreciate her danger, or she might have been too weak to get off from the track in the short time that intervened, after she realized her situation. She was struck by the pilot of the locomotive and sustained very serious injuries. She was placed on the train and taken to Newport, where she died shortly after reaching there. Mrs. Blodgett was a trespasser, the place where the accident occurred being over half a mile distant from the nearest highway crossing. It did not appear that she had relatives or friends living in the direction she was going, and no excuse whatever was suggested for her being upon the track. We cannot avoid the conclusion that the woman was alone responsible for her death, due to physical if not mental weakness, and that the railroad corporation must be exonerated.

GEORGE E. BALES,

For the Board.

DEATH OF GEORGE A. SWAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 19, 1906.

Investigation at Concord, N. H., November 14, 1906.

Witnesses: F. P. Gale, conductor, Concord, N. H.; H. A. Derby, brakeman, Concord, N. H.

George A. Swan of Woodsville, N. H., a young man eighteen years of age, brakeman on freight train No. 273, which runs between Concord and Woodsville, on the morning of the sixteenth of August, 1906, near Winnisquam Station, fell from his train and was fatally injured.

It appears that Mr. Swan had been at work for the railroad about four months and at work as brakeman on this train only two days. On the day of the accident he was performing the duties of head brakeman on freight train No. 273. About 9.15 o'clock P. M., as this train was proceeding north, it stopped at the Winnisquam siding to allow train No. 94 to pass. After No. 94 had passed it was the duty of the head brakeman to open the switch, then go on top the train, and when the rear brakeman had closed the switch pass the signal to the engineer. He was seen on the train as he gave the signal "all right" to the engineer and was last seen moving forward toward the front of the train, passing over the top of the cars. When the train arrived at Laconia it was discovered that he was not on, and the freight was run on to a siding, the rear brakeman sent back down the track to locate him, and the engine with the caboose was run back towards Winnisquam to assist in locating him. When about a mile north of Winnisquam the body of Mr. Swan was found lying between the rails somewhat mangled.

As there are no overhead bridges between these stations, and the train was running at a moderate rate of speed, and no one saw him fall from the train, the exact manner as to how he met his death will never be known. The theory advanced by the trainmen was that in crossing from one car to another he missed his footing and fell between the cars. This seems to us to be a logical conclusion from all the facts adduced at the hearing, and this accident to young Swan must be classed as purely accidental.

A. G. WHITEMORE,

For the Board.

DEATH OF W. M. INNES.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 19, 1906.

Investigation at Concord, N. H., November 14, 1906.

Witnesses: O. W. Creaser, engineer, Lyndonville, Vt.; E. G. Carter, fireman, Lyndonville, Vt.; George Sherrer, Lyndonville, Vt.; James McDonald, engineer, West Lebanon, N. H.; W. E. Hall, switchman, White River Junction, Vt.

Mr. W. M. Innes, about twenty-five years of age, a brakeman employed on the Connecticut & Passumpsic Division of the Boston & Maine Railroad, was fatally injured at West Lebanon, N. H., September 29, 1906, at about 2.45 o'clock A. M.

Mr. Innes was employed on the extra freight, which runs between White River Junction and Woodsville, arriving at White River Junction about 2 o'clock A. M. After the train had been side tracked the engine and one car was pushed over to West Lebanon to set off the car in that yard. It was Mr. Innes' duty to ride the car and unshackle same at West Lebanon to set the brakes on the car and leave the way-bills at the freight office in the West Lebanon yard. This would complete his duties for the day. As the car left White River Junction he was last seen riding the end, with his feet on the brake beam or step, holding on with his right hand and holding the lantern with his left and in this position it is supposed he intended to ride to the West Lebanon yard. The distance between White River Junction yard and the West Lebanon yard is about one-quarter of a mile. As the engine and car approached the West Lebanon yard the engineer stopped for signals, remaining on the bridge at the West Lebanon end about five minutes. After getting the signal the car was pushed on to the siding in the West Lebanon yard and the yard switchman uncoupled the engine from the same. As Mr. Innes did not appear it was assumed that he had gone to the yard office with the way-bills. At 5.30 A. M. Mr. Innes was found on the rocks on the east shore of the Connecticut River near the abutment on the New Hampshire side. The spot is forty-two feet below the edge of the bridge and directly below where the car had stopped while the engineer was waiting for the signal. He was taken to the hotel at West Lebanon, where a physician attended him. It was discovered that his skull was fractured and he was otherwise injured.

He did not regain consciousness and died at eight o'clock that evening.

It was his duty to ride the car and assist in setting off same in the West Lebanon yard, which duty he had performed on two or three previous occasions. In crossing the bridge the brakemen sometimes ride on top of the cars and often in the manner in which Mr. Innes did on the morning in question. When he had crossed this bridge previously they had run across on the south track; this morning they run across on the north track, and he was holding on to the north side of the car. There was no unusual movement of the engine or car and all parts appeared to be in perfect condition.

As no one saw Mr. Innes after his car had started for West Lebanon yard, and no one saw him fall from the position he had taken on the train, any explanation given must necessarily be a conjecture. It being a dark and foggy morning we are of the opinion that Mr. Innes stepped from the car when the engineer stopped for signals with the intention of delivering the way-bills, and in so doing missed his footing on the bridge and fell to the rocks below, receiving the fatal injuries from which he died.

A. G. WHITTEMORE,

For the Board.

DEATH OF JOHN J. HOBBS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 19, 1906.

Investigation at Concord, N. H., November 14, 1906.

Witnesses: A. Courtelande, engineer, Worcester, Mass.; William I. Mitchell, conductor, Worcester, Mass.

John J. Hobbs of Berwick, Me., a young man about twenty-three years of age employed on the Worcester & Nashua Division of the Boston & Maine Railroad as passenger brakeman, on the fourth day of October, 1906, while unshackling a car, was in some manner thrown between the car and the engine, receiving bruises of such a nature that he died about one o'clock the next morning.

Mr. Hobbs was an exemplary young man, bright, energetic, conscientious, and had entered the employ of the railroad for

the purpose of following railroading as a profession. He had bright prospects, as he was possessed of all those qualities which assure rapid advancement.

On the day in question he was in the act of unshackling a milk car, this being one of his duties as brakeman, which was being "nosed" on to track No. 4 in the yard at Nashua; to accomplish this task it is customary for the brakeman to lift the pin by lifting a lever which extends to the side of the engine, placed there for that purpose. In making a flying switch to release the knuckle of the draw bar the lever should be lifted while the engine is making steam. The evidence was that he had made one or two attempts to lift the pin by the lever in the usual manner, but was apparently unsuccessful, and stepping from the steps of the milk car on to the platform, reaching forward, he drew the pin with his hand. When the car was released Mr. Hobbs evidently fell forward, striking on the draw bar of the car, or the pilot of the engine and from there to the track. He was able to get up and walk to the depot near by when he was taken in an ambulance to the hospital in Nashua. Upon examination it was found that his injuries were such that an operation was necessary, and were so serious that he could not survive. He died at one o'clock the next morning.

As no one saw Mr. Hobbs when he fell it cannot be stated definitely what caused him to lose his hold and fall in the manner in which he did. The evidence offered at the hearing was to the effect that the lever used to lift the pin and all parts of the coupling apparatus were in working order. The pin should have been drawn when the engine was pushing the car, thus relieving the pressure on the pin, and by the lever placed there for that purpose. He should not have attempted to unshackle the car by applying his hand to the knuckle or pin, but should have signaled the engineer to run back and make another attempt.

This is one of those unfortunate accidents for which no satisfactory explanation can be given, and we can only account for the same by reason of Mr. Hobb's zeal to accomplish the work with the least possible delay and inconvenience to his engineer.

A. G. WHITTEMORE,

For the Board.

DEATH OF ALFRED BELLEVANCE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 20, 1906.

Investigation at Manchester, November 8, 1906.

Witnesses: Charles A. Fitzgerald, switchman, Nashua, N. H.;
Napoleon Bellecourt, Nashua, N. H.

Alfred Bellevance, a freight brakeman, employed by the Boston & Maine Railroad on the night crew in the Nashua yard, was fatally injured at 9.58 o'clock P. M., July 28, 1906. Mr. Charles A. Fitzgerald, who is employed by the railroad as signal man at the Nashua river bridge, testified that in the early evening Bellevance complained of a severe headache and said he wished to go home for the purpose of obtaining some remedy to relieve the pain, and requested him to perform his work, which was to set the switches during his absence. He returned later, and after resting awhile in the shanty, seemed to feel much better. Fitzgerald received a report from the tower that express freight No. 267 was coming. He casually mentioned the fact to Bellevance, who immediately took his lantern and left the shanty. About ten minutes later the young man was found just north of the Nashua river bridge, lying beside the track with both legs severed from his body. He was conscious and had some conversation with his fellow employees, but he did not give any definite information as to how the accident occurred. The ambulance was summoned and he was taken to the hospital, but died before reaching it. Mr. Bellevance was a yard brakeman, acting as switchman for the crew, and his duties took him to the north end of the yard. It was stated that in going to different sections of the yard he was accustomed to jump on to moving trains and would usually strike for the housing box to avoid the necessity of swinging as high as the step. It is evident that he tried to board this train, probably near the middle, and slipping on the housing box, fell to the track and was run over. The freight was a little late and was running about fifteen miles an hour that night and probably he did not realize the rate of speed, else he would not have made the attempt to board it. Mr. Bellevance was a young man about twenty-two years of age, of two years' experience in work similar to that in which he was employed. In riding up on the express freight he was not in the performance of his

duties. In taking the chance in attempting to board that train he assumed all risks and his death cannot be chargeable to anything except his own rashness.

GEORGE E. BALES,
For the Board.

DEATH OF ORLANDO TYLER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 26, 1906.

Investigation at Manchester, N. H., November 22, 1906.

Witnesses: John M. Willey, engineer, North Conway, N. H.; Charles S. Leighton, fireman, North Conway, N. H.

Orlando Tyler of Albany, N. H., was fatally injured at a grade crossing in Conway, N. H., on the second day of May, 1906.

This crossing is located about one mile south of Conway station and is known as Head's Crossing. On approaching the crossing in the direction that Mr. Tyler's team was driving one had a clear view of the track for a distance of nearly half a mile, the highway running for some distance parallel to the railroad track and in clear view of the same. His team was seen moving slowly along the highway towards the crossing, and when nearly on the crossing the horse stopped. He was in this position when first observed by the engineer of train No. 815; the engine was about half way between the whistling post and the crossing. The engineer immediately sounded the danger whistle and applied the emergency brakes. Mr. Tyler sat in the wagon with his head down, apparently oblivious to everything around him. The horse turned slightly, but not enough to clear the crossing, as the engine struck the horse, throwing the man out of the team. As soon as the train was brought to a stop the engineer and conductor went to the man and found that he was fatally injured. His body was left in charge of one of the train crew and the train proceeded to North Conway. Mr. Tyler was a man about forty years of age and addicted to the excessive use of intoxicating liquor, that he had been discharged by his employer the day previous on account of his intemperate habits, and on the day in question he had been drinking and at the time of this accident must have been under the influence of liquor. Had he not been he would not have

allowed his team to stand in the dangerous position in which it was when this train approached this crossing, not exerting himself in the slightest degree to avoid the danger.

The crossing whistle was sounded, the bell was rung, and as soon as Mr. Tyler was seen by the engineer in this dangerous position the danger whistle was sounded and the emergency brakes applied, the engineer thus doing all in his power to prevent this accident. This accident adds another to the list chargeable to the excessive use of intoxicating liquors.

ARTHUR G. WHITEMORE,

For the Board.

DEATH OF STEPHEN E. WARREN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 26, 1906.

Investigation at Manchester, N. H., November 22, 1906.

Witnesses: Frank T. Downs, engineer, Somersworth, N. H.; Lester C. Nichols, fireman, Somersworth, N. H.

On the afternoon of September 27, 1906, at about three o'clock, the engineer of the Somersworth train, which runs between Rochester and Somersworth stations, while rounding the curve about one quarter of a mile north of Rollinsford station, discovered a man lying on the track. As soon as this discovery was made the engineer sounded the danger signals, applied the brakes and did all he could to stop the train, but the man lying on the track made no response. The train was immediately stopped, but not until after it had passed beyond where the man was lying, about the length of six cars. The engineer and conductor went back and found that the man had been struck by the train in such a manner that his head was crushed and he was instantly killed. It was subsequently learned that the deceased was Stephen E. Warren, a resident of South Berwick, Maine, and that he had, on the day previous, left his home to attend the Rochester fair, that he did not return that night, and for some unaccountable reason had strolled up the track of the Somersworth branch of the Boston & Maine Railroad, and had sat down to eat a lunch, as fragments of crackers and cheese were found near the place, and had fallen asleep in the place in which he was seen by the engineer. Mr. Warren was a shoemaker by trade and was thirty-nine years old.

The responsibility of this accident rests wholly upon Mr. Warren, as no act on the part of any of the train officials could have prevented the same in the reasonable running of the train.

ARTHUR G. WHITTEMORE,

For the Board.

DEATH OF VANE ELDREDGE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 27, 1906.

Investigation at Manchester, November 22, 1906.

Witnesses: John Drinane, section foreman, Greenville, N. H.; Andrew C. Munroe, section man, Greenville, N. H.; Charles F. Davis, brakeman, Greenville, N. H.

Vane Eldredge, whose home was at West Townsend, Mass., employed as a section man on the Greenville branch of the Fitchburg division, Boston & Maine Railroad, was fatally injured near Greenville, N. H., October 16, 1906. The exact manner in which he met his death probably can never be determined with absolute certainty. Mr. Eldredge was employed on the section between Mason and West Townsend. He left his work on the morning of the day on which the accident occurred, taking a train which reached Greenville at 10.10 A. M. He was known to be about that town throughout the day drinking heavily. He was at the railroad station in the early afternoon badly intoxicated and later was on the streets of Greenville in the same condition. It appeared from the evidence that he was accustomed to go to Greenville occasionally, and usually when making such trips drank to excess.

On the morning of October 17 his body was found badly mutilated on the track about two miles from the Greenville station. Passenger Brakeman Charles F. Davis, who was sitting in the rear seat of the passenger car, noticed something upon the track which excited his suspicions. He was not at all sure that it was a human being, but he reported his observation to a section man on his arrival at the next station. Mr. Monroe, the section man, at once started back to investigate and found the dead body of a man, who he identified with difficulty as Vane Eldredge. The body was horribly mangled and had been run over by some train other than the passenger train which had

just passed. The last train over the road previous to the passenger, was a freight, which left Greenville the evening before at 7.45 o'clock. There was no direct evidence before us that the man boarded the freight train, though it was suggested by witnesses that he probably did attempt to steal a ride between the cars and fell off at the point where the body was found, and was run over and thereby killed. He was not seen by any of the freight crew, who were well acquainted with him, but it was suggested that he might, though intoxicated, realize in some degree his condition, and avoid the trainmen, knowing that he could not get permission to ride on the train while in a drunken condition. Another possible explanation of the accident might be that Mr. Eldredge had started to walk home on the track and was struck and killed by the freight train. But in the absence of any convincing evidence to sustain that view we are inclined to the former suggestion. In any event he was wrongfully upon the track, was grossly intoxicated and therefore was wholly responsible for his terrible death. Mr. Eldredge was about fifty years of age and was ordinarily industrious; his chief failing, indulgence in strong drink, caused his death. No censure can possibly attach to any of the railroad employees.

GEORGE E. BALES,

For the Board.

DEATH OF PASQUALE LOCORE OR JOSEPH CORAD.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., November 28, 1906.

Investigation at Manchester, November 22, 1906.

Witnesses: Jeremiah J. Hogan, conductor, North Walpole, N. H.; William Domin, timekeeper, North Walpole, N. H.; George B. Domin, foreman, North Walpole, N. H.

Pasquale Locore, known also as Joseph Corad, a man apparently about thirty-five years of age, employed as a coal shoveler at the coal trestle at North Walpole, on the Fitchburg division of the Boston & Maine Railroad, received fatal injuries March 10, 1906, by being run over by a coal car. This man was one of a gang of twenty-nine Italians employed in unloading coal near the North Walpole station. The method of operation was to lay a track extending from the main line out into a field, the loaded cars were run out upon this track, the

pockets opened and the cars unloaded by the Italian laborers. The track was raised as the coal accumulated. At the time of the accident the track made a descent from the main line and thence up an incline to the mound of coal. Yard Conductor J. J. Hogan testified that he received orders to put in on this track sixteen loaded cars. After withdrawing the empty cars from the dump, he first went in with five loaded cars, running them to the extreme end of the track, then set all the brakes for the purpose of using these cars as a bunter. The crew then went back and got the eleven remaining cars and took them in. One brakeman was stationed on the head car going in, the conductor was midway of the train, and the head brakeman was next to the engine. All the witnesses testified to the easy connection, the cars coming together so as to barely close the knuckles. After the connection was made the engineer released the air, allowing the weight of the train, the eleven cars with the engine, to press against the other five cars, crowding them over about three feet. According to the testimony submitted, instructions were always given for the men to keep away from the cars when they were in motion. Upon this occasion Foreman George B. Domin gave the order that "no one should get near the track," as the eleven cars were coming in with the engine. This order was given in English and repeated by an interpreter, as was customary. That Pasquale understood the order was evident, as he stepped back from the cars as the moving train was approaching. Just as the connection was made he was observed on his hands and knees apparently attempting to crawl between the fourth and fifth cars. The forward wheel of the north truck of the fifth car ran over his right leg, pinning him to the track. He was immediately released, placed on the engine and removed to his boarding place and medical aid summoned. He was later taken on a special train to Brattleboro Hospital, where he died the next morning about nine o'clock. This man had been employed in this kind of work at this place about one month, and was entirely familiar with the operation of the trains and the manner in which the work was conducted. There are two pockets in each car and two men are accustomed to work on each side of a car. Some of the men were on each side of the track when the accident occurred. It is certain that Pasquale was not needed on the other side of the track, and had not been ordered to go over there by any one in authority. Just why he attempted to do so was not made clear. The only reasonable explanation of the accident would seem to be that this man for some personal reason wished to

cross over to the other side of the track and waited until the cars came together, when he thought he could so so with safety. He failed to take into account the rebound of the cars when the air was released, and this mistake or lack of knowledge was fatal. Searching inquiry failed to show any neglect of duty on the part of those operating the train, or omission to do everything that was required by those in charge of the work. Had Pasquale obeyed the foreman's orders, which he apparently heard and understood, no accident would have befallen him. His lack of that degree of prudence, which the average man is supposed to possess, cost him his life.

GEORGE E. BALES,

For the Board.

DEATH OF OSCAR BROWN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 3, 1906.

Investigation at Lancaster, October 2, 1906.

Witnesses: Frank V. Campbell, freight conductor, Portland, Me.; William P. Hodge, brakeman, Lancaster, N. H.; George L. Knight, car inspector, Bartlett, N. H.

A man about thirty years of age, giving his name as Oscar Brown, and claiming that his home was in Haverhill, Mass., was fatally injured by falling from a freight train, upon which he was stealing a ride, near Sawyer's River, a station in Hart's Location on the Maine Central Railroad, September 20, 1906. Freight train No. 176, running between Portland and Lancaster, left the former city September 19 on schedule time in charge of Conductor Frank V. Campbell. When the train reached West Baldwin, Me., a station thirty-three miles out of Portland, two sheriffs boarded the train in search of three men, wanted for breaking and entering the Bridgton postoffice, who, it was claimed, had been seen about the station a few minutes before the arrival of the train. A thorough examination of the train was made, but the men in some way eluded the officers at this point. When the train reached Fryeburg, Brakeman Hodge discovered three men stealing a ride, who answered the descriptions given by the officers. Upon the arrival of the train at Bartlett at 1.55 A. M., Car Inspector George L. Knight, who

was also a constable, was informed of the facts, and he at once began to lay plans to arrest the men on suspicion. The train did not leave Bartlett until 2.40 A. M., and although diligent search was made while the train remained here, the suspicious characters under the cover of darkness managed to escape the vigilant constable. When the freight pulled out of Bartlett, the constable, with assistants, boarded it, and at once began a thorough search, which resulted in locating this man Brown riding on a flat car loaded with granite. The engineer had made the first application of the brake as the train approached Sawyer's River station, when Brown apparently apprehended that he was being surrounded by the officers and his assistants and attempted to escape by jumping. According to the testimony of those nearest to him, he placed one hand on the flat car upon which he was riding and with the other hand tried to seize hold of the next car, which was a box car, and missing his hold fell between the cars. Both legs and one arm were cut off. Medical aid was summoned and everything possible was done to relieve the suffering of the injured man. He was tenderly placed in a special train, which had been sent up from Bartlett, and was being taken to a hospital, but died before reaching it. His death occurred about four hours after the accident. No man can be chargeable with this fatality except the unfortunate man who was killed, and he was the victim of his own folly.

GEORGE E. BALES,
For the Board.

DEATH OF M. J. BALDRIC.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 8, 1906.

Investigation at Concord, December 5, 1906.

Witnesses: Thomas I. Byron, engineer, Concord, N. H.; Arthur M. Andrews, conductor, Concord, N. H.; Judson Gibson, brakeman, Concord, N. H.

M. J. Baldric, a fireman in the employ of the Boston & Maine Railroad, while at his post in the discharge of his duties, was fatally injured in the Concord yard at 4.50 A. M., November 20, 1906.

Mr. Baldric, Engineer Thomas I. Byron, Conductor Arthur M. Andrews, and Brakeman Judson Gibson constituted a switching crew engaged that night in shifting cars, and their work was mainly upon the house track, which runs straight down the Concord yard, and a side track called the lead that runs diagonally from it. There is a very slight grade down the lead, sufficient to make it necessary to set a brake or more upon cars left on it, to prevent their running down on to the house track. Early in the evening the crew had run three cars out on the lead and left them. Later they pushed in seven others and set a brake upon the seventh to prevent their starting. Some time afterwards the conductor said they must put in a coal car that was to go in a freight train south, and this they did; he rode it in and coupled it to the seven already there, and set the brake upon it, leaving it, as he says, sixty feet away from the house track. Next the crew took the engine, went up the house track, hitched on to fourteen cars, and started to return, backing the engine and pulling the cars after them. When the tender reached the point where the two tracks come together, it struck the coal car in such a way that it threw it around and into the engine, pinning Baldric, who was shoveling coal, between it and the boiler and crushing him so that he died soon after.

The cause of this accident was the starting of the string of cars, at the end of which was the coal car, and then running down of their own momentum so close to the house track that the tender did not clear the coal car. It is the opinion of some of the crew that the jar, when the coupling was made, started the string, but as no one saw the movement, which was very slow, it is only certain that the brakes that were set, though in perfect condition, were not enough to hold them. In other words, the conductor should have set up more brakes before he left the cars on the lead track. His reason for not doing so is that he followed the usual custom, which had always proved to be safe, but it was not safe then, and the result is a warning against the too common practice of leaving cars upon sidings without making it practically certain that they will not start and run out upon the main tracks where other cars and locomotives will run into them.

H. M. PUTNEY,
For the Board.

DEATH OF EARL TAYLOR.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 10, 1906.

Investigation at Concord, December 5, 1906.

Witnesses: Lester E. Alexander, Fitzwilliam, N. H.; Frank Fuller, engineer, Worcester, Mass.; Robert S. Carson, fireman, Worcester, Mass.

Earl Taylor, about thirty-five years of age, a resident of Fitzwilliam, employed as a teamster by the Whitney Company, was found dead beside the track of the Boston & Maine Railroad, Fitchburg Division, about fifteen rods east of the Fitzwilliam station, at 12.30 o'clock A. M., June 24, 1906. Rev. Lester E. Alexander, who resides near the station, testified that on the evening previous he was at the station upon the arrival of the regular passenger train, which reaches there at 9.52, and saw Mr. Taylor leave the train badly intoxicated. The witness further stated that Taylor's condition was such that he could not properly care for himself, that when the train started he reeled towards it so that it was necessary to take hold of him to prevent his falling against the train or possibly beneath the cars. After the train had left, Taylor went up by the station in the direction of the mill where he was employed. This was the last seen of him alive, so far as was disclosed by the evidence. He had the reputation of being a drinking man and on the day preceding the accident it was understood that he had been to Athol, Mass.

When freight train No. 690, running from Bellows Falls to Worcester, arrived at Fitzwilliam at 12.30 A. M., the trainmen discovered the dead body of a man, who proved to be Taylor, beside the track, with one foot, which had been severed from the body, inside the rail. The body was not otherwise mutilated, except that it appeared he had sustained some injury to the back of the head. Fireman Carson made an examination of the body, and stated positively that it was cold. This would prove conclusively that this man was not killed by that train. The only train that had passed this station between the time he had left the passenger train the evening before and the passing of train No. 690—the regular freight—was an extra freight, but this later train pulled through the siding, and therefore could not have caused the fatality. As to the exact

manner in which this man met his death we are not able to state.

It might be suggested that in his intoxicated state, wandering about, he stumbled and fell, and thereby sustained injuries which caused his death, or that he was overcome with illness which resulted fatally. There was no evidence submitted which would lead to the conclusion that his death was due to being struck or run over by a train.

In any event the man was intoxicated and was about the railroad tracks without any right or license. The nearest highway crossing was distant from the place where the body was found about fifteen rods. In whatever manner the unfortunate man met his death, the railroad corporation and its employees cannot in any way be chargeable with responsibility for the fatality.

GEORGE E. BALES,
For the Board.

DEATH OF CURTIS I. MESSER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 11, 1906.

Investigation at Concord, N. H., December 5, 1906.

Witnesses: Frank D. Thorp, Manchester, N. H.; Orrin H. Goodell, engineer, Concord, N. H.

At the Guild station in Newport, N. H., is a platform for the purpose of suspending a mail bag to be picked up by the passing trains by the use of a crane, when the train is not stopped at the station to receive the same. It is a contrivance that is used very largely through the country for picking up mail at way stations by mail trains.

Mr. Curtis I. Messer, whose duty it was to deliver the mail bag at the station on the morning of October 25, 1906, arriving too late to properly adjust the bag on the hooks attached to the post erected for that purpose, stepped on to the platform or steps, which are several feet from the ground, and held the bag in his hand. As the train passed the crane struck him inflicting injuries from which he died some three or four hours later. Mr. Messer was about fifty-six years old, a man of good

character and habits. When he stepped on to the platform with the mail pouch he evidently did not realize the danger to which he was subjecting himself, although he had been previously warned.

The mail clerk about a month previous saw Mr. Messer in the act of stepping on to the platform with the mail pouch in his hand when a train was approaching. It so happened that the train on that occasion stopped within ten feet of him. The mail clerk then cautioned Mr. Messer never to attempt to hang a pouch when the train was in sight. He also testified that in his nineteen years' experience as a railway mail clerk he never had seen a man on the platform or steps erected for this purpose before, "for it is certain death to get up there."

When the mail clerk swung the crane in position Mr. Messer was not on the steps or platform, but stepped on to the same just as the engine passed him and within a car's length of the crane; therefore it was impossible to stop the train or readjust the crane, as the mail clerk after putting the same in position cannot look forward from the car door for fear of being struck by the pouch.

Had Mr. Messer heeded the warning of the mail clerk he would not have made the attempt to hold the mail pouch in position to be picked up by the crane on the morning in question, and this accident would not have happened and his life would have been spared.

A. G. WHITTEMORE,
For the Board.

DEATH OF ASBURY BROWN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 18, 1906.

Investigation at Concord, December 5, 1906.

Witnesses: John T. Knowles, conductor, Cambridge, Mass.; Eugene H. Parsons, brakeman, Concord, N. H.; Frank L. Tuttle, engineer, Manchester, N. H.; Frank Annis, fireman, Manchester, N. H.

Freight train No. 347 runs from Portsmouth to Manchester over what is known as the Portsmouth branch of the Southern

Division of the Boston & Maine Railroad. At 8.15 o'clock on the evening of September 8, 1906, while this train was engaged in shifting cars in the Epping yard, in accordance with its usual custom, Mr. Asbury Brown, while driving with a horse and carriage over the rails just outside the planking of the highway crossing, was struck by a freight car and probably instantly killed. The circumstances under which the accident occurred, as obtained from the witnesses, were as follows:

Cars had been set off on what is known as the "beer" track, and the train was operating on the north bound track of the main line, picking up cars which were destined for Manchester and points north of that city. Passing through the yard where the movements of the train were being made is a highway, which is considerably traveled, running from Fremont to Epping. More or less of the time while the cars are being shifted and the train made up this crossing is obstructed. Just prior to the accident, the train, which then consisted of ten cars, five of which were supplied with air brakes and working with the engine, were standing on the main track with the rear car upon the highway crossing, completely obstructing it. The crossing is not protected by a flagman or gates. This train had been standing, as described, about one minute. The rear brakeman or flagman was at the switch about fifteen feet distant from the east end of the planking of the crossing. After setting the switch the flagman gave the signal for the train to back up. At the very instant the signal was given the flagman heard horse's feet strike the rails and he immediately gave the motion to stop. The night was very dark and the signalling was done with lanterns. The train was not moved over six feet before it was brought to a stop. Though the distance covered was short, it was sufficient to completely wreck the carriage in which Mr. Brown was riding and cause his death. The horse escaped uninjured. In reaching this particular track, it was necessary for Mr. Brown to drive over the tracks of the Worcester, Nashua & Portland Division, located about sixty feet distant. In order to get over this track upon which the train was located he was obliged to leave the highway and drive over the rails beyond the planking of the crossing. This Mr. Brown was attempting to do when his carriage was struck by the car and he received injuries which caused his death. An examination of the course taken by Mr. Brown established the fact that the wheel track nearest the end of the crossing planking was distant therefrom about fifteen inches,

so that the train moved less than two feet before striking the carriage. Though the night was dark it was hardly probable that Brown was not aware that he was not in the highway, it is perhaps more reasonable to conclude that he was anxious to reach his destination, and deliberately abandoned the highway, reining his horse out over the rails in the belief that he could reach the other side of the track before the train was moved. And, too, he had no reason to know that the train would not move forward instead of backward. In any event he was not in the highway, but on the contrary was attempting to take a course which would be attended with great danger, even if no trains were present to add to the peril. Mr. Brown was about forty-five years old, resided in a neighboring town, was entirely familiar with the locality, and, so far as is known, was in possession of all his faculties. He must have been aware of the fact that a train was in the yard. He should have noticed the lantern which the flagman had at the switch near the crossing and had he exercised ordinary prudence the accident would not have occurred. We are unable to find that the trainmen were inattentive to their duties or omitted to do anything which was required of them. Whether the travel over this highway is sufficient, or the movement of the trains in shifting cars so prolonged, as to require the protection of a flagman, we are not able to determine from the evidence submitted.

GEORGE E. BALES,

For the Board.

DEATH OF JOHN MCCARTHY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 24, 1906.

Investigation at Concord, N. H., December 21, 1906.

Witnesses: Henry J. McMurphy, conductor, Keene, N. H.; Richard Murphy, sectionman, Keene, N. H.

John McCarthy, about thirty years of age, a resident of Keene, N. H., was found on the morning of October 31, 1906, lying dead on a side track in the Keene freight yard, having apparently been run over by the cars during the night. About ten o'clock on the evening previous two freight cars were run in on this siding (known by the train men as the "California

Siding"), and these same cars were taken out about three o'clock the next morning. About 6 A. M. the body of Mr. McCarthy was found lying on the track where the cars had been standing, and from the appearance of the same it was very evident that, when they were taken from this siding, they had run over Mr. McCarthy, fatally injuring him. Mr. McCarthy was addicted to the use of liquor and was seen about the streets of Keene about ten o'clock the evening previous. It was his custom in going to his home to travel down the railroad track through the freight yard, instead of using the highway, as it saved him some distance.

The night was rainy and the theory advanced by the witnesses at the hearing, which from all the facts seemed reasonable, was that Mr. McCarthy, when on his way home, crawled underneath the cars standing on the siding and fell asleep, and when these cars were taken from the siding he was run over.

These cars were shifted in and out on the siding in the usual manner, and as his presence there in the yard under the cars was unknown to any of the shifter crew no blame attaches to the employees of the railroad.

A. G. WHITTEMORE,

For the Board.

DEATH OF THOMAS CALLAHAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, N. H., December 24, 1906.

Investigation at Concord, December 21, 1906.

Witnesses: Edwin A. Pratt, engineer, East Northfield, Mass.; Edward J. Madden, West Northfield, Mass.

About 6.05 o'clock on the evening of November 22, 1906, train No. 65 on the Ashuelot branch of the Boston & Maine Railroad, when approaching the station at West Swanzey, run over and fatally injured Thomas Callahan, a young man about thirty-two years of age. The point where the accident occurred was distant from the station in a southerly direction about three hundred (300) feet and was also about the same distance from a highway crossing. The train which caused the fatality was making about schedule time, running from thirty to thirty-five miles an hour; the engineer had sounded the usual crossing

whistle, and the bell was ringing when the engineer observed a dark object upon the track, which he at first believed to be a shadow cast from an electric light, which was located a short distance away. So near was the engine to the object when it was first noticed that to make a stop before hitting it was an absolute impossibility. The man, for such the object proved to be, was lying down lengthwise upon the east rail. Upon arrival at the station the engineer immediately informed the trainmen that he had run over something. An investigation was at once made and the lifeless body of Thomas Callahan was found. Death must have been instantaneous. It appeared from the evidence before us that this man had been in Keene that day and had been placed under arrest for some misdemeanor. The complainant failing to appear against him, he was released from custody upon condition that he leave the city. While in Keene he had been drinking, but was not so intoxicated that the city marshal thought it necessary to detain him on that account. He hired a conveyance to take him to West Swanzey and during the afternoon was at Whitcomb's shop, where he met several acquaintances among the employees. It was here observed that he had been drinking quite heavily. His home was at Ashuelot, distant about ten miles, and it was suggested that he had started down the track with the purpose of walking home. While it is entirely a matter of conjecture, it is reasonable to conclude that he was overcome by the effects of the liquor he had drunk, fell down upon the track and was run over and killed in the manner described. There was no evidence submitted to sustain the theory of suicide. We cannot find that the trainmen failed to handle the train properly or omitted to do anything which could reasonably be required of them. Mr. Callahan was a trespasser, using the railroad track as a highway, for which there was no necessity, and must be regarded as a victim of his own error.

GEORGE E. BALES,
For the Board.

DEATH OF ALEC CUSICK.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 27, 1906.

Investigation at Concord, December 21, 1906.

Witness: John Horne, Lakeport, N. H.

Alec Cusick, a man about fifty-five years of age, employed as a blacksmith and engineer, was fatally injured on the Mount Washington Railway August 23, 1906. The afternoon previous, with other workmen, he had been sent to the summit on a special train, to make some repairs to the boiler in the summer house. The work was completed and the next morning the workmen started down the mountain on a special train. When the train reached the water tank, which is located about two thirds of the way down, it was brought to a stop to allow the engine to take water. Here Cusick took a board, known as a "slide board," such as track inspectors are accustomed to use, placed it on the track and started down. There is attached to these boards an appliance for braking, so that the speed may be regulated, and the boards are fastened to the rail so securely that it requires fully a minute to remove them. An inspector is sent down on one of these boards in advance of every train, to make sure that the track is in every respect in perfect condition. In order that the examination may be very thorough from thirty to forty-five minutes are usually consumed in descending the mountain. In accordance with the usual custom, an inspector had started down this morning and was proceeding on his way at the usual rate of speed, when Cusick left the "special" at the water tank, and began his descent upon the board. Apparently Cusick forgot about the inspector being upon the track and presumably allowed his board to move at a high rate of speed. The summit was cloudy, the clouds extending a considerable distance down the mountain, and it is entirely reasonable to believe that these men could not see each other in season to avoid an accident. In any event, Cusick overtook the inspector, was thrown from his board, and probably instantly killed. Warned by hearing a noise, the nature of which he was unable to determine, the inspector rolled from his board and escaped injury. Owing to the fact that the only one who could give definite testimony as to the circumstances under which

this accident occurred is out of the country and could not attend the hearing, we are left in doubt as to the exact conditions which prevailed. As Cusick wore glasses, it is probable that when he plunged into the fog the mist obscured his vision, and considering the speed at which he was probably traveling the accident was inevitable.

Mr. Cusick had been in the employ of the railroad for over thirty years, was of excellent habits and regarded as a very careful man. He was familiar with the operation of the slide boards, having used them frequently. Upon this occasion, however, there appeared to be no reason why he should employ that method of descent. The train, which he left at the water tank, was being run for the special benefit of himself and other workmen. He had no special work to perform when he reached the base and would not have arrived there more than twenty minutes in advance of the train. There seems to be no reasonable explanation of this accident other than that the victim forgot the precautionary methods employed by the management to protect the lives of its patrons. He assumed that the course was clear, and this mistake cost him his life.

GEORGE E. BALES,

For the Board.

INCIDENTAL EXPENSES.

The public statutes place at the disposal of the board for services of stenographers and experts and the cost of stationery, express, and postage the sum of \$1,000 annually. Of this amount there were expended in the year ending June 30, 1906, the following sums:

Stenographers and typewriters	. . .	\$468.30
Express	. . . . .	45.66
Postage	. . . . .	32.25
Telegraph and telephone	. . . . .	25.29
Office supplies	. . . . .	12.12
		<hr/>
		\$583.62

